

EXECUTIVE PARK DEVELOPMENT PLAN

SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT DRAFT

City and County of San Francisco Planning Department
1999.442E

Draft Supplemental EIR Publication Date: July 31, 1999

Draft Supplemental EIR Public Hearing Date: September 2, 1999

Draft Supplemental EIR Public Comment Period: July 31, 1999 to September 14, 1999

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Written comments should be sent to:

Environmental Review Officer • San Francisco Planning Department
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DATE: July 31, 1999

TO: Distribution List for the Executive Park Development Plan Draft SEIR

FROM: Hillary Gitelman, Environmental Review Officer

SUBJECT: Request for the Final Supplemental Environmental Impact Report for the Executive Park Development Plan project
(Planning Department File No. 1999.442E)

This is the Draft of the Supplemental Environmental Impact Report (SEIR) for the Executive Park Development Plan project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" that will contain a summary of all relevant comments on this Draft SEIR and our responses to those comments. It may also specify changes to this Draft SEIR. Those who testify at the hearing on the Draft SEIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft SEIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final SEIR if deemed adequate.

After certification, we will modify the Draft SEIR as specified by the Comments and Responses document and print both documents in a single publication called the Final SEIR. The Final SEIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one, rather than two, documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft SEIR, you will technically have a copy of the Final SEIR.

We are aware that many people who receive the Draft SEIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the SEIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final SEIR to private individuals only if they request them. If you would like a copy of the Final SEIR, therefore, please fill out and mail the postcard provided inside the back cover to the Major Environmental Analysis Office of the Planning Department within two weeks after certification of the SEIR. Any private party not requesting a Final SEIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final SEIR.

Thank you for your interest in this project.

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**Executive Park Development Plan
Draft Supplemental Environmental Impact Report**

TABLE OF CONTENTS

	<u>Page</u>
I. SUMMARY	S.1
II. INTRODUCTION	1
A. Background	1
B. Differences Compared with Previous Project	3
III. PROJECT DESCRIPTION	4
A. Sponsors' Objectives	4
B. Project Area Location	4
C. Project Characteristics	7
D. Project Costs	14
E. Approvals Required	15
IV. ENVIRONMENTAL SETTING AND IMPACTS	17
A. Land Use, Plans and Zoning	17
B. Transportation	28
C. Air Quality	80
D. Noise	98
E. Utilities and Public Services	110
V. ENVIRONMENTAL EFFECTS NOT REQUIRING ADDITIONAL ANALYSIS IN THIS SEIR	114
VI. MITIGATION MEASURES PROPOSED TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT	128
VII. OTHER CEQA CONSIDERATIONS	145
A. Significant Environmental Effects That Cannot Be Avoided if the Proposed Project Is Implemented	145
B. Significant Irreversible Environmental Changes Which Would Be Involved In the Proposed Action Should It Be Implemented	145
VIII. ALTERNATIVES TO THE PROPOSED PROJECT	147
A. Alternative A: No Project Alternative	148
B. Alternative B: Reduced Development Alternative	149
IX. DRAFT SEIR DISTRIBUTION LIST	154

X.	REPORT PREPARERS; ORGANIZATIONS AND INDIVIDUALS CONSULTED	167
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APPENDICES

A.	Mitigation Measures from Previous Environmental Analyses and Their Disposition in Earlier Approval Actions	A.1
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LIST OF FIGURES

1.	Project Location	5
2.	Site Plan	6
3.	Representative North-South Section OB4 and Phase 1 Parking Structure	11
4.	Existing Land Use in the Project Vicinity	19
5.	Planning Code Land Use Districts	23
6.	Planning Code Height and Bulk Districts	25
7.	Intersection Analysis Locations	30
8.	Existing Transit Network	37
9.	Existing Executive Park West/Alana/Harney Way Roadway Configuration	46
10.	Original Executive Park West Extension Configuration	47
11.	Revised Executive Park West Extension Configuration	48
12.	Intersection Levels of Service Baseline	55
13.	Intersection Levels of Service Baseline Plus Project	58
14.	Intersection Levels of Service 2015 Cumulative	75

LIST OF TABLES

1.	Summary of Land Use by Phase	9
2.	Intersection Levels of Service, Existing Conditions	35
3.	Daily and PM Peak Hour Person-Trips by Land Use and Mode	50
4.	Freeway Mainline and Ramp Levels of Service	54
5.	Intersection Levels of Service, Weekday PM Peak Hour	56
6.	Proposed Project's Contribution to 2015 Cumulative Volumes	77
7.	Federal and State Air Quality Standards	84
8.	Health Effects Summary of the Major Criteria Air Pollutants	85
9.	Bay Area Criteria Pollutant Emissions Inventory and Projections	88
10.	Estimated Vehicular Emissions from Project-related Traffic	93
11.	Local CO Concentrations at Selected Intersections	95
12.	Summary of Short-Term Noise Measurements Observed	103
13.	Summary of Project and Cumulative Noise Levels	106
14.	Comparison of Project and Reduced Development Alternative	150

I. SUMMARY

A. BACKGROUND

In 1985, the San Francisco Planning Commission approved a development program for the Executive Park site, which included 1,644,000 sq. ft. of office space, a 350-room hotel totaling 234,000 sq. ft., 50,000 sq. ft. of retail and restaurant space, 600 dwelling units totaling 425,000 sq. ft., and about 5,270 parking spaces. In 1992, the Planning Commission modified the authorization to change the composition of the 600 residential units from predominately studios and one-bedroom units to predominantly multi-bedroom units, resulting in 600 dwelling units totaling 850,000 sq. ft.; and added a health club/restaurant of 35,000 sq. ft. and a day care center of 10,000 sq. ft. The first three office buildings, comprising about 320,000 sq. ft., and about 800 surface parking spaces occupy the site. About 287 dwelling units and related parking (532 spaces) are under construction on the east end of the site.

The currently proposed project would extend the termination date for the project authorization beyond December 1999 and would modify the Conditional Use authorization approved by the Planning Commission. The modifications would include deletion of the requirement for extension of Executive Boulevard West, substitution of hillside revegetation for a hillside trail, a change in the amount contributed toward some transportation improvements, and an increase in permitted nonresidential parking.

The project was analyzed in the *Executive Park Development Plan Amendment Final Subsequent Environmental Impact Report* (81.197E, certified October 17, 1985) ("1985 FSEIR"), and the San Francisco Planning Commission approved the development program, with conditions, in October 1985. An *Addendum to the 1985 FSEIR* (90.299E, dated February 13, 1992) ("1992 Addendum"), evaluated modifications to the project including

changes in the composition of the residential units and allowance of a health club/restaurant of 35,000 sq. ft. and a day care center of 10,000 sq. ft.

The project as proposed contains differences from the approved project, including dispersion of retail uses, revegetation of the hillside without hillside trails, delay in implementing the extension of Executive Park Boulevard West, reduction in the number of residential units, and a proposed request for an increase in allowable parking. In addition, conditions in the project area have changed substantially since completion of the 1985 FSEIR. For these reasons, the Planning Department determined that a Supplemental EIR is required.

This SEIR updates the description of existing conditions contained in the 1985 Final Subsequent EIR, and re-assesses impacts for impact areas with changed methodologies and baseline conditions, including transportation, air quality, and noise. The other environmental topics are discussed in the context of the previous analyses conducted. These previous analyses, including the 1985 FSEIR and the 1992 Addendum, are incorporated herein by reference, and will be made available to decision-makers who must consider whether to extend and amend the 1992 project authorization. Copies of the 1985 FSEIR and 1992 Addendum are available for review at the San Francisco Planning Department, 1660 Mission Street.

B. PROJECT DESCRIPTION

The project sponsor, Universal Paragon, is requesting an extension for their previously approved project beyond December 1999 and modification of the Conditional Use authorization approved by the City Planning Commission. Build-out of the project's remaining development would occur on about half of the 71-acre project area, which includes portions of Lots 75, 85, 86 and 88/90 of Assessor's Block 4991, and Lots 24, 61, and 65 of Assessor's Block 153. Development would occur in four areas: north of Executive Park

Boulevard North in existing parking lots, on both sides of Thomas Mellon Drive, south of Alana Way, and south of Crescent Way in the residential portion of the site.

The balance of the project to be developed includes a total of about 1.324 million gsf of office space, 57,500 gsf of retail and restaurant space, a 25,000-gsf health club, a 10,000-gsf day care center, parking for about 2,438 vehicles (or more, with the Increased Parking Variant discussed below), a hotel with 350 rooms, and about 263 residential units with about 488 parking spaces. Build-out would occur in two phases.

Phase 1 would include about 540,000 gsf of office space, about 62,500 gsf of retail, commercial, and restaurant space, a parking structure for about 1,550 cars, and about 263 residential units with about 488 parking spaces. Offices would be built in two buildings, Office Building (OB) 4 and OB5 which would be located in the northwest corner of the project area. A portion of Crescent Way would also be constructed in this phase to connect to Executive Park Boulevard North via Crescent Way. Phase 2 would include 784,000 gsf of office space and 30,000 gsf of retail and restaurant space, a parking structure for about 538 cars, and a 350-room hotel with parking for about 350 cars. The office and retail space in Phase 2 would be constructed in two or three buildings (OB6, OB7, and OB8) located north of Executive Park Boulevard North on either side of a newly extended Thomas Mellon Drive. The second parking structure would be located west of Thomas Mellon Drive and north of Crescent Way. The 5,000 gsf restaurant would be built on the lot south of Alana Way. The hotel would be located on both sides of Thomas Mellon Drive, just north of Harney Way.

The project sponsor may also seek approval to develop an additional 1,405 to 1,870 parking spaces in addition to that currently authorized. The additional parking would be intended to meet projected demand from commercial development. The parking could be developed on either side of Thomas Mellon Drive, under or immediately adjacent to OB6 or OB7 (or OB8).

Pursuant to the existing authorization, the project would require Planning Commission approval to extend the Conditional Use authorization beyond December 1999. The project and its modifications to the conditions of approval may require amendments to the South Bayshore Area Plan of the *San Francisco General Plan*. The precise nature of *General Plan* amendments has not yet been determined. They may include amendment or deletion of Figure 20, amendment of Policy 19.6 related to the hillside trail, and possibly amendment of Policy 19.8 if the parking variant were approved. Implementation of the project would require issuance of site and building permits from the Department of Building Inspection, and approval of subdivision maps and street design by the Department of Public Works.

C. MAIN ENVIRONMENTAL EFFECTS

Most of the environmental effects of the Executive Park Development Plan project have been analyzed in the 1985 FSEIR and were either determined to be insignificant, or were mitigated through measures included in the project, including visual quality, population, noise (except traffic noise), air quality (except transportation-related air quality), shadows, wind, utilities and public services, biology, geology and topography, energy and natural resources, hazards, and cultural resources. Those impacts determined not to be significant are discussed in relation to current conditions and methodologies in Chapter V, Environmental Effects Determined Not to be Significant. Environmental effects of potential significance are discussed in this SEIR, including transportation, traffic noise, transportation-related air quality, and utilities. Land use is included in the SEIR for informational purposes. Based on the analyses prepared for this SEIR and summarized here, significant project-specific impacts that could not be mitigated include transportation and air quality. Whether or not the project is approved and constructed, traffic volumes and transit loadings in the site vicinity are projected to increase. These increases would lead to congestion, and potentially significant cumulative impacts may result. Cumulative increases in traffic congestion may in turn cause

cumulative increases in criteria pollutants, and a degradation of air quality. The project would incrementally contribute to these potential cumulative effects.

About 287 of the residential units approved in 1992 are under construction at the project site. Grading and site preparation for all of the residential buildings has been accomplished under the building permits for the first 287 units. Because building permits have been approved and the units are under construction, these units and their related 532 parking spaces are included in baseline conditions that have been calculated for transportation analyses and used in air quality and noise impact analyses. Project impacts have been measured against these baseline conditions.

LAND USE, PLANS AND ZONING (p. 17)

Most of the project site is within a C-2 (Community Business) district. One acre of land at the southern edge of the site is partially within the M-1 (Light Industrial) district in San Francisco, and the C-3 (Heavy Commercial) district in Brisbane. The site is in 40-X, 60-X, 80-X, 100-G, 140-H, 165-I and 200-I Height and Bulk Districts.

The project area is a relatively isolated development which contains about 320,000 sq. ft. of office space with about 800 parking spaces, and about 287 dwelling units (under construction) with about 532 parking spaces. The project would increase the diversity and intensity of existing uses on the project site. The project would change land use at the project site from moderate office, retail, and residential uses, and surface parking, to more dense office, retail, residential, restaurant, hotel, and parking uses. This increase in density of primarily existing uses represents an expansion of uses which would be compatible with the uses in the vicinity of the project, including the Little Hollywood and Visitacion Valley neighborhoods.

The project and its modifications to the conditions of approval could require amendments to the South Bayshore Area Plan of the *San Francisco General Plan*. These amendments would involve retaining existing roadway configurations; modifying the policy recommending provision of hillside trails; and, if the parking variant were to become part of the proposed project, increasing the amount of on-site parking.

TRANSPORTATION (p. 28)

Transportation conditions have changed substantially since certification of the 1985 FSEIR, including new forecasts of growth for San Francisco and the region, new traffic counts for U.S. 101 and intersections in and near the project site, and new information on trip generation rates. Therefore, the transportation analysis in this SEIR replaces that in the 1985 FSEIR.

It should be noted that 1) the vehicular parking analysis assumes that the project parking supply would be limited, as called for in the Executive Park Conditional Use authorization approved in 1985; and 2) the traffic impacts analysis assumes that vehicular trip generation is unconstrained by the parking supply. These different assumptions provide for a conservative analysis of both traffic impacts and parking impacts from the proposed project.

Traffic Impacts

Freeways and Ramps

Under the baseline-plus-project conditions, U.S. 101 southbound, just north of I-380, would change from LOS D (under the Baseline conditions) to LOS E, resulting in a significant impact. With this level of service, the freeway segment would be extremely unstable, with severely limited maneuverability and low travel speeds. Both study on-ramp locations at

Harney Way (northbound) and at Alana/Beatty (southbound), would continue to operate at LOS C, as under the baseline conditions.

Intersections

Six intersections within and near the Executive Park project site were analyzed. The intersection analysis addresses three different circulation patterns for Executive Park Boulevard West: retaining the existing configuration with Executive Park Boulevard West ending at Alana Way, called "Existing Roadway Configuration;" constructing an extension of the roadway south, parallel to U.S. 101, to intersect with Harney Way, called "Original Executive Park West Extension," as required pursuant to Planning Commission Motion 10461; and a revised extension that would replace Alana Way between Executive Park Boulevard West and Thomas Mellon Drive with an extension of Executive Park West that would intersect with Harney Way approximately half way between U.S. 101 and Thomas Mellon Drive, called "Revised Executive Park West Extension." Because circulation patterns are different under the three configurations, the intersection levels of service (LOS) would also be different and are reported separately.

Existing Roadway Configuration. All six study intersections would operate at LOS D or better. The intersection of Harney/Alana/Thomas Mellon would be signalized by the Project Sponsor and operate at LOS D. No other unsignalized intersections would need to be signalized under the baseline-plus-project conditions.

Original Executive Park West Extension Configuration. Executive Park Boulevard West would be extended directly to the south and a new unsignalized intersection of Harney/Executive Park West would be created. With this configuration, the seven study intersections would operate at LOS C or better, with minimal delays at most approaches under baseline-plus-project conditions. The intersections of Harney/Alana/Thomas Mellon and

Alana/Executive Park West would be signalized by the Project Sponsor and would operate at LOS C and B, respectively. No other unsignalized intersections would need to be signalized under the baseline-plus-project conditions.

Revised Executive Park West Extension Configuration. A new signalized intersection of Harney/Executive Park West would be created, and the Alana Way approach would be removed from the intersection of Harney/Thomas Mellon. With this configuration, the seven study intersections would operate at acceptable conditions (LOS C or better), with minimal delays at most approaches. No existing unsignalized intersections would need to be signaled under the baseline-plus-project conditions with this configuration.

Game-Day Operations

Events at 3Com Park, including football games and possible other events, substantially affect the operations of the roadways in the vicinity of the stadium. The frequency of these events will decline in the future, when the San Francisco Giants open their new ballpark at China Basin (planned for April, 2000).

With the proposed project, there would be an increased demand for access to and from Executive Park during remaining weekday and weekend events. Football games are scheduled about 11 weekends a year; the numbers and sizes of other events are not known, but many are expected to have relatively small attendance that would not create major traffic congestion. Because of the relative infrequency of events, the effects of events on residents and others traveling to and from Executive Park would not be considered to be a significant impact. Nonetheless, to reduce the inconvenience of game-day traffic for Executive Park residents and employees, the Project Sponsor would implement an education/disclosure program that would inform Executive Park residents and employees of the schedule of events at 3Com Park and recommend alternate access routes to and from U.S. 101 and the local roadway network on

event days, to accommodate the temporary changes to one-way streets and to avoid the major pre- and post-game congestion on Harney Way. Game day traffic would be different with three circulation patterns.

Existing Roadway Configuration. Additional control officers would be needed at the intersections of Alana/Executive Park West, Harney/Alana/Thomas Mellon and Harney/Executive Park East to assist Executive Park-related traffic. New residents and users of the project site would continue to be inconvenienced on days with major events at 3Com Park.

Original Executive Park West Extension Configuration. If Caltrans allowed the U.S. 101 northbound off-ramp at Harney Way to be opened, the roadway extension would be useful for both Executive Park employees, residents, and hotel patrons, as well as people destined to and from Little Hollywood and Bayshore Boulevard. Additional control officers would need to be stationed at the intersections of Harney/Executive Park West and Alana/Executive Park West to allow for vehicles to turn left or right onto the roadway extension.

Revised Executive Park West Extension Configuration. Because Executive Park Boulevard West would be reconfigured into a "T" intersection with Harney Way, the merging and diverging of the traffic streams to and from U.S. 101 northbound and southbound would not be as direct as with the Existing roadway configuration. The Harney Way off-ramp from U.S. 101 northbound is assumed to remain open after events at 3Com Park for this alternative. The existing overhead lane control system would need to be expanded (resulting in costs, operations and safety issues), an extensive system of traffic cones would be needed (resulting in logistical and driver safety issues), and the number of lanes to U.S. 101 southbound would be reduced (resulting in an increase in congestion and safety issues).

Transit Impacts

The proposed project would generate a total of 215 PM peak hour transit/shuttle trips, of which about 165 would be outbound and 50 would be inbound. About 70 percent of these passengers would travel to the north and 30 percent to the south. The addition of the 170 weekday PM peak hour transit passengers would not substantially increase occupancy on the local and regional transit providers. The 215 transit trips would generally be distributed among service providers as follows: 150 trips on BART, 45 trips on Caltrain, 15 trips on MUNI and 5 trips on SamTrans. BART, MUNI, Caltrain and SamTrans currently have capacity to accommodate the additional demand.

With the Revised Executive Park West Extension configuration, changes would be required to the MUNI 56-Rutland route. For example, the existing bus stop located at the northeast corner of the intersection of Alana/Executive Park West would be eliminated. Furthermore, there may be minor increases in run time, as the revised Executive Park West would be a slightly less direct route than via the existing Alana Way. The Project Sponsor would work with MUNI staff to relocate this bus stop on Executive Park West, if this roadway configuration were to be selected.

Parking Impacts

Project Parking

The vehicular parking demand associated with the commercial portion of the proposed project would be about 4,350 spaces, for a total parking demand for the non-residential component of Executive Park of about 5,105 spaces (755 spaces associated with existing uses, plus 4,350 associated with the proposed project). The residential parking demand is excluded, as it would be accommodated within a separate parking supply that will be available only to residents and

their visitors. The proposed project would add 2,438 parking spaces, for a total parking supply of 3,235 spaces for the non-residential component of Executive Park. Thus, there would be a parking shortfall of about 1,870 spaces. The parking supply at Executive Park is limited to 3,235 spaces under the current Conditional Use authorization for the commercial uses to partially mitigate project traffic impacts.

Drivers facing constrained parking conditions may park illegally onsite, occupy designated visitor or handicapped parking spaces onsite, seek alternative parking facilities such as within Little Hollywood (since on-street parking is currently unrestricted), or switch to alternative transportation modes such as carpools, public transit or bicycles. A substantial parking spillover into the Little Hollywood neighborhood would likely occur, affecting the residential character of this neighborhood, as well as inconveniencing residents. The impact of the parking shortfall on the character of the Little Hollywood neighborhood is considered a significant impact, for which mitigation is suggested.

Parking Variant

As a variant to the proposed project, an additional 1,400 to 1,870 parking spaces would be provided at Executive Park, for a total parking supply for the non-residential component of Executive Park of 4,635 to 5,105 spaces. This would reduce the shortfall to fewer than 470 spaces. Thus, the neighborhood impact would be substantially lessened or eliminated, as there would be a reduction in the amount of illegal parking within the site, and fewer drivers seeking on-street parking in the Little Hollywood neighborhood.

Pedestrian/Bicycle Impacts

The increase in both vehicles and pedestrians along Blanken Avenue and Alana Way would result in an increase in the potential for pedestrian/vehicle conflicts. Pedestrian trips on

Harney Way would be accommodated within the existing sidewalks. Bicycle access to the area would not change substantially with the development of the proposed project. With the currently low traffic levels, bicycle travel generally occurs without major impedances or safety problems. However, as the number of vehicles on Harney Way would increase with the proposed project, the potential for conflicts between motorists and bicycles would also increase.

Loading Impacts

The proposed project would generate about 365 daily service and freight delivery trips, with about 40 trips occurring during an average hour and 50 trips occurring during the peak hour of loading activity (generally between 10:00 AM and 1:00 PM). Including existing commercial buildings, Section 152 of the Planning Code would require provision of a total of 14 spaces for the entire Executive Park office development, with 12 required for the new office/retail buildings. The Conditional Use authorization approved for the project required 17 spaces for full development, including the existing office buildings; this is 3 more than the Planning Code requirement. The two new residential buildings would each require one loading space under Planning Code Section 152.

The proposed project would provide 13 new off-street freight loading spaces for the office buildings, as compared with the average hour demand for 17 spaces. The commercial portion of the project, as proposed, would result in a shortfall of four freight loading spaces compared to the calculated demand, and a surplus of one loading space compared to the Planning Code requirement of 12 new spaces. If the loading demand is not met, trucks would likely find parking within the passenger zones and fire (red) zones in front of the buildings. While use of passenger and fire zones could be annoying, it is not anticipated that substantial amounts of double parking by delivery vehicles would occur, nor is it assumed that delivery vehicles

would block emergency vehicles. Therefore, the excess demand for loading spaces would not cause traffic disruptions.

Construction Impacts

Construction of the proposed project would start in 1999 and take approximately 5 to 7 years, with completion sometime in 2004 to 2006. The number of trucks per day would vary by construction phase, and would range from about 2 to 100 for commercial buildings, with the residential buildings contributing an additional 5 to 10 trucks per day during construction of Phase 1.

Since the construction of the proposed project is anticipated to occur between 1999 and 2006, it would overlap with other construction activities in the area, including the Third Street Light Rail project and the Sunnydale Sewer project, and could potentially overlap with the construction of the proposed stadium and retail/entertainment center at Candlestick Point and the Home Depot warehouse on Bayshore Boulevard. Construction management consultants for these various projects would be required to collaborate with the Department of Public Works to minimize temporary transportation impacts.

Cumulative Traffic Impacts

Between the completion of the proposed project and 2015, a number of new developments (and roadway improvements) are anticipated to be constructed in the vicinity of the proposed project, including the Candlestick Point retail/entertainment center and Brisbane Baylands.

Freeway and Ramps. By 2015, there is anticipated to be a substantial increase in traffic volumes on U.S. 101 and the study off-ramps and on-ramps as a result of forecast development in San Francisco and the region. The increase in traffic volumes would add to

existing congestion on the regional freeway system and cause breakdown in operations at locations where excess capacity currently exists. By 2015, there would be frequent breakdowns in freeway traffic flow, resulting in the formation of queues on the freeway. In addition, both the northbound on-ramp from Harney Way and the southbound on-ramp from Alana/Beatty would operate at LOS F, due to high mainline and ramp volumes. These queues at the on-ramps would spill-back to nearby intersections, which would impact the operating conditions of these intersections.

Intersections. By 2015, it is anticipated that only two of the study intersections would operate at acceptable levels of service: Harney/Jamestown and Harney/Executive Park East. The remaining study intersections would operate at LOS F, with extremely high delays per vehicle, resulting in the formation of substantial queues at most of the approaches. Traffic generated by the proposed project would contribute to poor operating conditions at these locations. In addition, due to congestion on the freeway and high on-ramp demand, queues forming on the U.S. 101 northbound on-ramp at Harney Way and southbound on-ramp at Alana/Beatty would spill back to the adjacent upstream intersections, substantially reducing the ability of the intersections to process vehicles.

In order to assess the effect of project-generated traffic on 2015 cumulative conditions, the proposed project's contribution to the 2015 cumulative traffic volumes was determined. The proposed project's contribution to cumulative traffic impacts would range from 6 to 37%, depending on location, and would be a significant effect on the environment.

AIR QUALITY (p. 80)

The air quality analysis in the 1985 FSEIR was based on then-applicable standards and regulations. Since then, standards have changed, the transportation analysis for the project has been revised and new travel and traffic data have been produced.

The primary source of air pollutants from the project would be motor vehicles. Because the Bay Area air basin sometimes violates state and federal standards for ozone, particulate matter, and carbon monoxide, the California Air Resources Board computer model URBEMIS7G was used to estimate project-related emissions for criteria air pollutants, including reactive organic gases (ROG) and nitrogen oxides (NO_x) (ozone precursors), respirable particulates (PM₁₀), and carbon monoxide (CO). *Bay Area Air Quality Management District CEQA Guidelines* require detailed analysis of carbon monoxide emissions if project emissions would exceed 550 pounds per day. Project-related emissions of ROG, NO_x and PM₁₀ would exceed BAAQMD significance thresholds and would result in an unavoidable significant impact on regional air quality. CO emissions would also exceed the screening threshold of 550 pounds per day; therefore, a micro-scale analysis of intersection CO concentrations was performed to assess the project's effects on local CO concentrations. Local CO concentrations would not exceed state or federal standards under baseline-plus-project conditions. CO impacts are therefore considered less-than-significant.

Cumulative increases in traffic congestion would cause cumulative increases in criteria pollutants, and a degradation of air quality. The project would incrementally contribute to these potential cumulative effects.

NOISE (p. 98)

The major noise source in San Francisco is traffic noise. The major noise source in San Francisco is traffic noise. The noise analysis has been revised to reflect the updated traffic analysis. The primary noise-sensitive land uses in the immediate vicinity of the project site are the under-construction residential units on the eastern portion of Executive Park and the older residences along Blanken Avenue; those residences backing on Harney Way would be most sensitive.

During weekday p.m. peak hour conditions on Blanken Avenue and Harney Way, traffic under the baseline-plus-project conditions would increase approximately 50% to 60% above the baseline conditions. This increase in traffic would cause peak p.m. hour L_{eq} 's at these receptors to increase approximately 2 dBA. An increase of 3 dBA would be considered to be a noticeable increase in noise levels. Because the noise increases associated with project traffic at the existing sensitive receptors would be about 2 dBA, they would not be considered substantial increases in traffic noise, and the impact would be considered less than significant.¹ The design of the proposed project's housing and hotel would be required to comply with Title 24; therefore, the noise increases at the housing and hotel locations and the impact of baseline and project-related noise on the proposed housing and hotel would not be significant impacts.

UTILITIES AND PUBLIC SERVICES (p. 110)

In 1998, the San Francisco Public Utilities Commission completed the Bayside Cumulative Impact Analysis to determine the effects of development in the Bayside on the volume and frequency of discharges from the sewer system. This analysis included the Executive Park Development Plan in the baseline conditions. It was not identified as a project that could have measurable effect on the operation of the sewer system. The acreage of impermeable surfaces would change only slightly, because the existing surface parking lot north of Executive Park Boulevard contributes the majority of runoff from the part of the project site that would have new office construction, and because the new residential portion of the project site has already been graded and compacted as part of construction of the residential units included in the baseline. The additional 20.3 million gallons per year in combined sanitary sewage and rainfall runoff would be an increase of about 0.2% in the total annual flows from the Sunnydale drainage basin. Development on the project site would result in an approximately 2-cfs (cubic feet per second) increase in peak runoff. No upgrade of the existing sewer main or the Sunnydale Transport/Storage facilities would be needed to accommodate the approximately 2-cfs increase for the project.

D. MITIGATION MEASURES (p. 128)

Measures included in the project and measures identified in this report to mitigate potentially significant environmental effects are summarized below. Mitigation measures are presented in full in Chapter VI. Mitigation measures would reduce, but not eliminate, the project's transportation impacts. Mitigation measures from previous environmental analyses, as well as their current status, are presented in Appendix A; measures from previous environmental analyses that remain relevant in current conditions are also included in Chapter VI.

LAND USE

- Approximately 26 acres of the project area is proposed to remain in open space on the upper slopes of Bayview Hill, providing a continuation of the public open space in Bayview Hill Park.

TRANSPORTATION

The transportation mitigation measures included in the project, and those identified in this SEIR, are summarized below. Of the measures from previous documents, many have been included as part of the proposed project, a few are no longer applicable, and a few were found infeasible and rejected or were rejected as outside decisionmakers' jurisdictions. These latter measures were re-examined to determine current applicability, and are presented in Chapter VI and in Appendix A.

Measures Included in the Project

- The project would limit the number of single-occupant automobile parking spaces.

- The project sponsor would provide shuttle services to the Executive Park site from downtown San Francisco when demand warrants and would continue the existing shuttle service from the Balboa Park BART station, Caltrain, and nearby MUNI and SamTrans bus stops. The sponsor would work with SamTrans to provide service for on-site bus stops by SamTrans mainline express routes, if warranted by demand.
- To reduce congestion on local roadways on and near the project site, roadway improvements would be carried out when field measurements of traffic conditions indicate that improvements are warranted to maintain conditions at LOS D or better. These improvements would include:
 - a. Widening and restriping Alana Way
 - b. Widening portions of Harney Way and Executive Park Boulevard East
 - c. Contributing toward widening Executive Park Boulevard West and widening the Beatty Avenue on-ramp to U.S. 101

Project sponsor may request decision makers to consider revising the amount of the project's contribution for roadway improvements west of Executive Park Boulevard West.

- Also to reduce local congestion, the project would provide signalization when warranted by traffic volume increases at the intersections of Alana Way at Executive Park Boulevard West, Alana Way at Harney Way, Harney Way at Executive Park Boulevard East, and would contribute toward signalization of Alana Way at Beatty Avenue at the southbound U.S. 101 ramps, and toward installation and maintenance of ramp-metering signals at the nearby on-ramps to the freeway.
- The project would continue to employ a transportation broker to implement a long-range transportation systems management program.

Measures Identified in this Report to Address Significant Impacts

- To address the project's contribution to cumulative traffic impacts on freeways, freeway ramps and local intersections, the project sponsor could implement and expand the existing Transportation Management Plan to include the following features:
 - a. Transit/Shuttles - increase the frequency of service as needed, coordinate schedules, provide subsidized passes, provide "guaranteed ride home" service

- b. Parking Pricing and Parking Operations - provide preferential parking for carpools and adjust spaces to meet demand as needed, and/or establish fees that discourage single occupant vehicle usage, balanced with the need to discourage parking in nearby residential neighborhoods
 - c. Ridesharing - provide preferential parking as above and/or provide "guaranteed ride home" service in the evenings
 - d. Variable Work Hours - encourage tenants to permit staggered work hours, compressed work weeks and flextime for employees
- To alleviate the poor operating conditions at the U.S. 101 on-ramps at Harney and Alana/Beatty under cumulative conditions, a new interchange could be constructed with U.S.-101 at this location when warranted by traffic volumes. The project sponsor could be responsible for a fair share contribution towards funding this measure depending on the project's expected usage of the interchange.
- To reduce the significant neighborhood impact of spill-over parking in Little Hollywood, additional parking could be supplied within the existing and proposed Executive Park parking facilities by providing valet-attended parking for employees and/or visitors, or by providing an off-site parking facility in the project vicinity with shuttle service to the project site.
- Spillover parking in Little Hollywood could be further reduced by implementing strategies to reduce the long-term demand associated with employee trips. Measures to reduce the number of employee vehicle-trips to the site include travel demand management measures such as telecommuting, increasing use of transit and alternative modes such as bicycles and shuttles, and increasing ridesharing, as described above to reduce traffic impacts.

AIR QUALITY

Regional and cumulative air quality impacts due to project-related traffic would be reduced by some of the transportation mitigation measures listed above and included in the project from previous environmental review. It is not expected that transportation mitigation measures would be sufficient to reduce significant air quality impacts to less-than-significant levels.

- Construction-related air quality mitigation measures suggested by the Bay Area Air Quality Management District, such as watering exposed soils, covering trucks hauling

soil, sweeping streets and paved areas, and covering exposed stockpiles of soil, would reduce construction emissions to less-than-significant levels.

CULTURAL RESOURCES

- The project sponsor would retain an historical archaeologist (or other qualified expert) to perform archival research and site inspection to determine the potential for discovery of cultural or historic artifacts on the site. This investigation would include the known shell mound site in the vicinity of the project area. Results of this investigation, and a plan for any further investigation that may be appropriate, would be reported to the Environmental Review Officer (ERO).

The program could include archaeological monitoring during site excavation and halting excavation and site preparation if cultural artifacts were found, to allow time for evaluation and recovery.

E. ALTERNATIVES (p. 147)

Two alternatives to the proposed development project were analyzed, including a No-Project Alternative and a Reduced Density Alternative. No alternative sites have been identified that would meet the project sponsor's objectives, including buildout of the previously approved commercial space and extension and modification of the Conditional Use authorization, and that would eliminate the project's contribution to cumulative significant effects.

ALTERNATIVE A: NO PROJECT (p. 148)

The No Project Alternative would entail no change to the site and the proposed project would not be built. The 1985 Conditional Use authorization would not be extended or modified in any way. As required under the plan approved in 1985, Executive Park Boulevard West would be extended south of Alana Way to Harney Way, and a pedestrian trail would be constructed from Executive Park Boulevard North up the hillside; the trails would connect to Bayview Hill Park if authorized by the Recreation and Park Department. The current

conditions of approval would remain in effect, and the South Bayshore Area Plan would not be amended.

If the No-Project Alternative were implemented, none of the impacts associated with the project would occur. The environmental characteristics of this alternative would be generally as described in the environmental setting sections of Chapter IV. Land use, site views, and shadow and wind conditions would not change. Future transportation, air quality, and noise conditions described as base conditions with cumulative development would occur (see Chapter IV), but without the project. Therefore, this alternative would not contribute to significant cumulative transportation or air quality impacts. Construction of the hillside pedestrian trail required under the Conditional Use authorization could result in environmental impacts unforeseen in the 1985 FSEIR in that such a trail would attract people and their pets to a City-designated significant natural resource area in Bayview Hill Park, potentially damaging special status plants and their habitat. The C-2 use district designation would permit additional commercial or residential development in the future.

ALTERNATIVE B: REDUCED DEVELOPMENT (p. 149)

The Reduced Development Alternative would include all elements of Phase 1 of the proposed project and none of the elements of Phase 2. The alternative would include about 540,000 gsf of office space, 62,500 gsf of retail and restaurant space in two buildings (OB4 and OB5), a parking structure for about 1,550 cars, and about 263 residential units with 488 parking spaces. This alternative would not include a hotel. The dimensions and locations of the buildings in this alternative would be similar to those envisioned by Phase 1 of the project. This alternative would include extending Executive Park Boulevard West south of Alana Way. Unlike the plan approved in 1985, this alternative would not include constructing a pedestrian trail from the project site to Bayview Hill Park.

The Reduced Development Alternative would reduce the intensity of land use at the site compared to the project and would change the character of existing development. The alternative would change the visual appearance of the site, but, as with the project, would not have a substantial negative effect on visual quality or substantially degrade or obstruct views from public areas.

The Reduced Development Alternative would reduce transportation impacts compared to the proposed project; intersections would operate at LOS C or better compared to intersections operating at LOS D or better under the proposed project. This alternative would contribute about 1000 vehicle trips to nearby intersections and freeway ramps, about one-half of the traffic contributed by the proposed project, or about 13% to 19% of the cumulative growth at those intersections projected to operate at LOS F in 2015. Therefore, while this alternative would contribute substantially less traffic than the proposed project, it would still have a considerable contribution to significant cumulative traffic impacts. The Reduced Development Alternative would continue to exceed BAAQMD thresholds for ROG and NO_x, although the exceedence would be substantially smaller than with the proposed project. The alternative would not exceed the 80-pounds-per-day threshold for PM₁₀ due to reduced traffic volumes. As with the proposed project, this alternative would eliminate the pedestrian trail originally included in the project as approved in 1985, thus eliminating potential less-than-significant impacts on native species habitat, as discussed in Chapter V under "Biology."

The Reduced Development Alternative would require Planning Commission approval to extend and modify the Conditional Use Authorization beyond the end of 1999. Similar to the proposed project, implementation of this alternative could require amendments to the South Bayshore Area Plan of the *San Francisco General Plan*.

When the No Project Alternative is the environmentally superior alternative, CEQA requires that one of the other alternatives be designated the environmentally superior alternative. The

Reduced Development Alternative is identified as the environmentally superior alternative. The alternative would result in the same cumulative significant unavoidable adverse impacts identified for the project (traffic and vehicular air pollution emissions impacts); however, this alternative would reduce the level of these identified impacts (because of reduced intensity of development).

F. UNRESOLVED ISSUES AND AREAS OF CONTROVERSY

Unresolved issues related to the Executive Park Development Project include the project site plan and design of the proposed new buildings. The site plan is not expected to change substantially; however, the precise location of the proposed hotel on both sides of Thomas Mellon Drive has not been established, nor has the precise location of the proposed restaurant on the portion of the site south of Alana Way. The proposed commercial and residential buildings have not yet been designed. While the buildings would conform with the required height, bulk and setback limits established for the project site, specific designs have not been prepared.

The total amount of parking for the project has not been resolved. The existing authorizations for the project limit the total number of parking spaces for both the residential uses and the commercial uses on the project site. Limiting parking is intended to encourage a shift from single-occupant automobiles to transit and multiple-occupant vehicles. Because the site has relatively little transit service, it is possible that limiting parking could induce some drivers to park in Little Hollywood, a nearby residential neighborhood, affecting the neighborhood character. A variant has been included in this SEIR providing up to about 1,800 additional parking spaces on the Executive Park site, and a mitigation measure is included to provide off-site parking with shuttle service to the project site.

The nature and timing of cumulative development in the area surrounding the project site, including the proposed new 49ers Stadium and Candlestick Point retail/entertainment project and development in the Brisbane Baylands area west of U.S. 101, were not known at the time this Draft SEIR was published. Assumptions have been made as to the likely amount of development for purposes of preparing a cumulative impacts analysis. The cumulative transportation analysis shows that a new interchange at U.S. 101 may be needed in the future if all development assumed by the year 2015 has been built and occupied. Discussions are being held among the City and County of San Francisco, the City of Brisbane, and Caltrans, about the potential configuration of such an interchange, but no design, funding sources, or schedule have been established.

NOTES - Summary

1. The project's contribution to cumulative impacts would be less than significant (i.e., less than 3 dBA); no significant cumulative project impact is expected.

II. INTRODUCTION

A. BACKGROUND

The Executive Park project site is located at the southeastern boundary of the City and County of San Francisco, near 3Com Park Stadium (formerly known as Candlestick Park). Universal Paragon, the project sponsor, is requesting extension of the termination date of the conditional use authorization, and modification of the conditions of project approval, as issued for the project in October 1985. Aside from modifications to the conditions of approval, the proposed project is substantially the same as the project approved in 1985.

The project was analyzed in the *Executive Park Development Plan Amendment Final Subsequent Environmental Impact Report* (81.197E, certified October 17, 1985) ("1985 FSEIR"); the San Francisco Planning Commission approved a development program for the Executive Park site, which included 1,644,000 sq. ft. of office space, a 350-room hotel totaling 234,000 sq. ft., 50,000 sq. ft. of retail and restaurant space, 600 dwelling units totaling 425,000 sq. ft., and about 5,270 parking spaces. The approved program amended a development program approved in 1976; the 1985 program included a larger Town Center, relocating a hotel from the north central portion of the site to the south central portion of the site, and eliminating a funicular and hillside restaurant.

The *Addendum to the 1985 FSEIR* (90.299E, dated February 13, 1992) ("1992 Addendum"), primarily evaluated modification of the residential component of the project, concluding that no new significant impacts would result. The Planning Commission modified the authorization to change the composition of the 600 residential units from predominantly studios and one-bedroom units to predominantly multi-bedroom units, resulting in approval of 600 dwelling units totaling 850,000 sq. ft., and to permit a health club/restaurant of 35,000 sq. ft. and a day care center of 10,000 sq. ft.

Development on the 71-acre site currently consists of three buildings with 320,000 sq. ft. of office space, 2,500 sq. ft. of retail uses, and about 797 surface parking spaces (see Figure 2, p. 6). A design for Office Building 4 was approved, but was not constructed. Currently under construction, and scheduled for completion in 2000, are 287 residential units with 532 parking spaces in five buildings.

The Planning Department has determined that a Supplemental EIR is required for review of remaining portions of the project due to changed circumstances in the area. The Supplemental EIR updates the description of existing conditions, and re-assesses impacts for impact areas with changed methodologies and baseline conditions, including transportation, air quality, and noise. The SEIR also assesses proposed modifications to the project conditions of approval and includes a future analysis year beyond that included in the original EIR. Environmental effects determined not to be significant are addressed in Chapter V of the SEIR.

Pursuant to CEQA Section 21061, the Supplemental EIR will use and reference, to the extent possible, information contained in the 1985 FSEIR. Copies of the 1985 FSEIR and the 1992 Addendum are available for review at the San Francisco Planning Department, 1660 Mission Street. The information from the 1985 FSEIR that is incorporated by reference in this SEIR is summarized in the relevant sections.

The analysis in the SEIR is carried out using a baseline that is different from the summer 1999 existing conditions. The baseline adds to existing conditions the 287 housing units and related parking presently under construction; the remaining 263 residential units and 488 parking spaces are analyzed as part of the proposed project. This baseline was developed in order to account for conditions that will be existing once current construction is complete.

B. DIFFERENCES COMPARED WITH PREVIOUS PROJECT

The proposed project is substantially the same as the project approved in 1985. Modifications to the 1985 project include the following:

- The retail and restaurant uses would be distributed more evenly among the office buildings rather than being concentrated at Office Buildings 6 and 7;
- Revegetation, primarily with native planting of the south face of Bayview Hill and preservation in its natural state would occur in lieu of developing new trails to Bayview Hill Park up the face of the hill;
- Executive Park Boulevard West would not be extended south of Alana Way to Harney Way parallel to U.S. 101;
- A total of 550 residential units are proposed instead of 600 residential units; and
- Additional parking of up to 1,870 spaces is likely to be sought by the project sponsor (see "Increased Parking Variant" on p. 10).

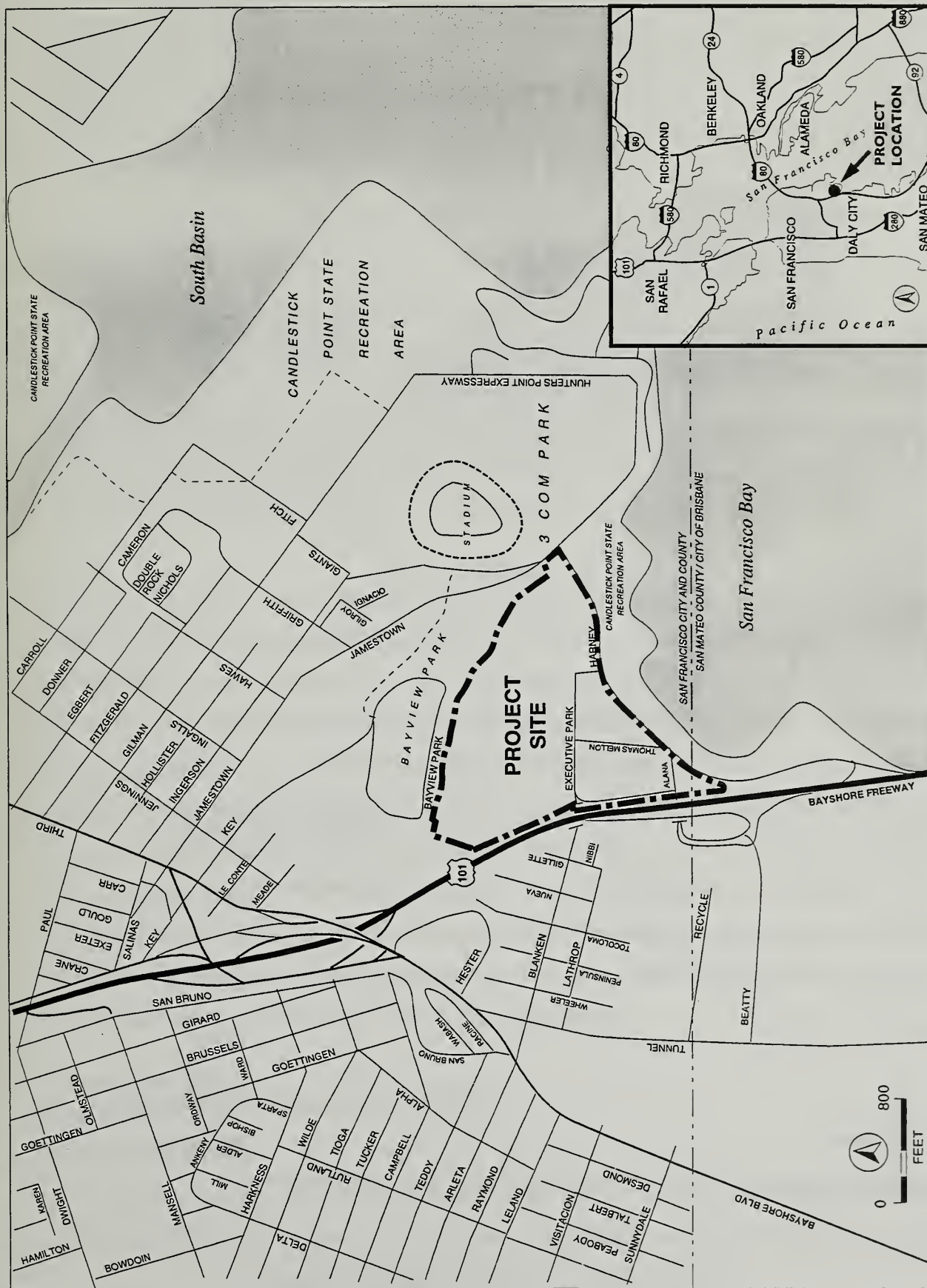
III. PROJECT DESCRIPTION

A. SPONSOR'S OBJECTIVES

The project sponsor, Universal Paragon, is requesting an extension of the termination date beyond December 1999 and modification of the Conditional Use Authorization in order to complete the project already approved by the City Planning Commission. The sponsor's objectives for the project have not changed. The sponsor's objectives remain those of providing office space outside the San Francisco Central Business District with retail and hotel/meeting support facilities that will attract new businesses to San Francisco and retain those that might otherwise consider a less expensive suburban location, as well as to provide residences near sources of employment with retail support.

B. PROJECT AREA LOCATION

The 71-acre project area is situated near the southeastern boundary of the City and County of San Francisco, with about one acre of area located in San Mateo County (see Figure 1). The remaining development would occur on about half of the project area, which includes portions of Lots 75, 85, 86 and 88/90 of Assessor's Block 4991, and Lots 24, 61, and 65 of Assessor's Block 153. Development would occur in four areas: north of Executive Park Boulevard North in existing parking lots, on both sides of Thomas Mellon Drive, south of Alana Way, and south of Crescent Way in the residential portion of the site (see Figure 2). Most of the development would occur in the area bounded on the north by Bayview Park; on the west by U.S. 101 (the Bayshore Freeway); on the south by Executive Park Boulevard North; and on the east by the 287 residential units in the project currently under construction. As in the 1985 FSEIR, this portion of the project area would be the location of the remaining office buildings, parking garages, and remaining residential units. The 350-room hotel would continue to be located along both sides of Thomas Mellon Drive, just north of Harney Way. The

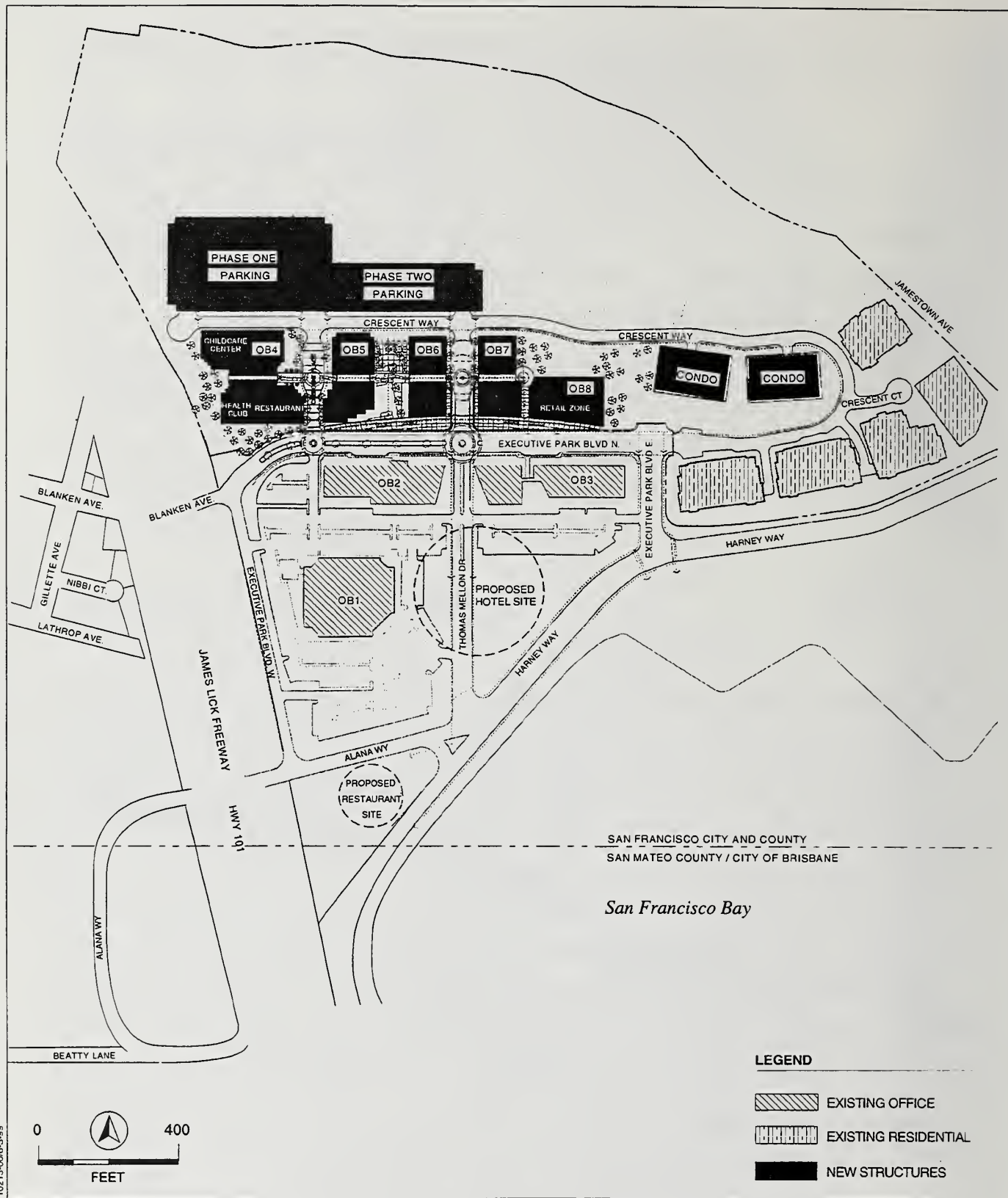


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SOURCE: EIP Associates

EXECUTIVE PARK SUPPLEMENTAL EIR

FIGURE 1: PROJECT LOCATION



EXECUTIVE PARK SUPPLEMENTAL EIR

FIGURE 2: SITE PLAN

5,000-gross-square-foot (gsf) restaurant would be built south of Alana Way on Block 153. The remainder of Block 4991 is occupied by existing Office Buildings 1, 2, and 3 (OB1, OB2, and OB3), and by the 287 residential units to the east currently under construction.

The Bayview Hunters Point residential neighborhood is located north of the site beyond Bayview Hill. Blanken Avenue connects the project site to areas west of U.S. 101 via a tunnel under the highway. Visitacion Valley is located to the northwest of the project site, Little Hollywood is located directly west, and Brisbane Baylands is located to the southwest. U.S. 101 provides direct access from the site to downtown San Francisco, located about six miles to the north, and to San Francisco International Airport, located about six miles to the south. The stadium known as 3Com Park and the Candlestick Point State Recreation Area are located east of the project area; San Francisco Bay is located directly south and east.

The site is in the C-2 (Community Business) Planning Code Use district, in which the allowable Floor Area Ratio (FAR) is 3.6:1. The site has a variety of Height and Bulk designations, ranging from 40-X to 200-I. Generally, the new office buildings are within 100-G to 200-I Height and Bulk Districts, the hotel is within the 80-X Height and Bulk District, the parking garages are within the 40-X Height and Bulk District and the residential units are within the 60-X and 80-X Height and Bulk Districts. Within the height and bulk districts, the number indicates the maximum allowable height and the letter refers to the bulk limitations. No bulk limits apply to "X" districts; in the G, H, and I bulk districts, the maximum permitted facade width is 170 feet, and the maximum diagonal dimension length is 200. These dimensions apply above a building height of 80 feet in the G bulk district, above 100 feet in the H bulk district, and above 150 feet in the I bulk district.

C. PROJECT CHARACTERISTICS

The balance of the project to be developed includes a total of about 1.324 million gsf of office space, 57,500 gsf of retail and restaurant space, a 25,000-gsf health club, a 10,000-gsf day

care center, parking for about 2,438 vehicles (or more, with the Increased Parking Variant discussed below), a hotel with 350 rooms, and about 263 residential units with about 488 parking spaces. The remainder of the project is planned to be built in two phases. Table 1 provides a summary of floor area by use and phasing.

Phase 1 would include about 540,000 gsf of office space, about 62,500 gsf of retail, commercial, and restaurant space in two buildings (OB4 and OB5), a parking structure for about 1,550 cars, and about 263 residential units with about 488 parking spaces. OB4 is proposed to include 315,000 gsf of office space, a 10,000-gsf day care center, a 25,000-gsf health club, a 10,000-gsf restaurant, and 5,000 gsf of retail space. The health club and child care center would be open to the public; however, it is anticipated that most users would be employees and residents of Executive Park.

OB5 would include 225,000 gsf of office space and about 12,500 gsf of retail space. OB4 and OB5 would be built in the northwest corner of the project area, with a north-south access road, Crescent Place, between OB4 and OB5 leading to the parking structure in the rear. Crescent Way, an east-west access road north of and paralleling Executive Park Boulevard North, would also be constructed in this phase. The 263 residential units would be constructed in two, four- to eight-story buildings with one to two levels of parking underneath, in the northeast portion of the project site. Based on the unit types of the residences now under construction, the new residential buildings would include about 60 one-bedroom units, about 70 two-bedroom units, about 65 three-bedroom units, and about 70 four-bedroom units.¹ About 1.8 parking spaces would be provided per unit. Crescent Way would circle around the new residential buildings and connect to the intersection of Executive Park Boulevard North and Executive Park Boulevard East.

Phase 2 would include 784,000 gsf of office space and 30,000 gsf of retail and restaurant space, a hotel, and parking for about 888 cars. The office and retail space in Phase 2 would be constructed in two or three buildings (OB6, OB7, and OB8). The 5,000 gsf restaurant

TABLE 1
SUMMARY OF LAND USE BY PHASE

	Type of Use	Square Footage	Cumulative Square Footage
Phase 1	Office (OB4)	315,000	315,000
	Health Club	25,000	25,000
	Restaurant	10,000	10,000
	Day Care Center	10,000	10,000
	Retail	5,000	5,000
	Office (OB5)	225,000	540,000
	Retail	12,500	17,500
	Parking - Office/Retail*	1,550	1,550
	Residential	263 d.u.	263 d.u.
	Residential Parking	488 spaces	488 spaces
Total Phase 1	Office/Retail	557,500	
	Health Club	25,000	
	Restaurant	10,000	
	Day Care	10,000	
	Residential	263 d.u.	
	Residential Parking	488 spaces	
Phase 2	Office (OB6, OB7, OB8)	784,000	1,324,000
	Retail	25,000	42,500
	Restaurant	5,000	5,000
	Hotel	350 rooms	350 rooms
	Hotel Parking	350 spaces	350 spaces
	Parking - Office/Retail*	538 spaces	2,088 spaces
Total Phase 2	Office/Retail	809,000	
	Restaurant	5,000	
	Hotel	350 rooms	
	Hotel Parking	350 spaces	
	Parking - Office/Retail*	538 spaces	
Total Phase 1 & 2	Office/Retail	1,366,500	
	Health Club	25,000	
	Restaurant	15,000	
	Day Care	10,000	
	Residential	263 d.u.	
	Residential Parking	488 spaces	
	Hotel	350 rooms	
	Hotel Parking	350 spaces	
	Parking - Office/Retail*	2,088 spaces	

Source: Universal Paragon

Note:

* Parking for restaurant uses is included within the total parking amount.

would be built on the lot south of Alana Way. Phase 2 would also include a 350-room hotel and parking for 350 vehicles on both sides of Thomas Mellon Drive, just north of Harney Way. The Phase 2 office buildings would be located north of Executive Park Boulevard North, on either side of a newly extended Thomas Mellon Drive; the second parking structure would be located west of Thomas Mellon Drive and north of Crescent Way.

INCREASED PARKING VARIANT

The project sponsor may also seek approval to develop parking in addition to that currently authorized to meet projected demand from commercial development. Additional parking could be developed on either side of Thomas Mellon Drive, under or immediately adjacent to OB6 or OB7 (or OB8). If the additional parking were included in OB6 and OB7, the buildings could be taller, and would continue to conform with the height and bulk requirements of the project site, currently 200-I in that location. Parking developed adjacent to the proposed office buildings would be similar to structures already approved for that purpose in those locations. The estimated amount of additional non-residential parking potentially sought is 1,405 to 1,870 spaces.

DESIGN CONCEPT

The project area layout—with graduated building height and bulk districts for the offices and residences—is intended to preserve Bayview Hill as a dominant feature of the site.

Immediately adjacent to U.S. 101, OB4 would be permitted up to 100 feet in height; Figure 3 shows a cross-section of OB4 with the parking garage immediately behind and terraced into the hill. OB5 would be permitted up to 140 feet, and the tallest office buildings, OB6 and OB7, would be permitted up to 200 feet, with OB8 permitted up to 165 feet; the residential buildings would be permitted up to 60 and 80 feet respectively; and the hotel would be permitted up to 80 feet. Actual office and residential building heights would probably be lower than the height limits, generally stepping up from the east and west sides to the center.

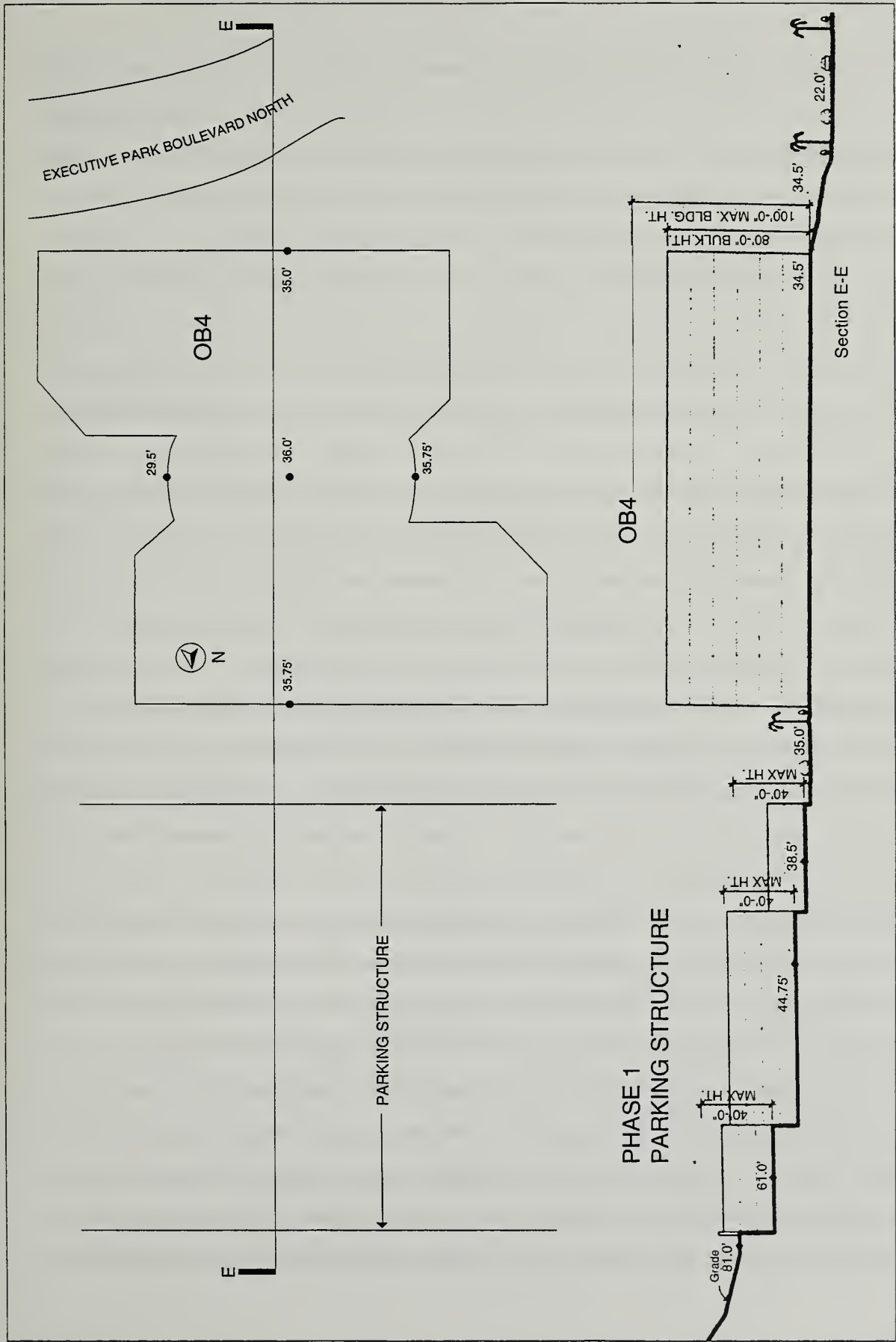


FIGURE 3: REPRESENTATIVE NORTH-SOUTH SECTION OB4 AND PHASE I PARKING STRUCTURE

The bulk districts would similarly permit a maximum facade width of 170 feet and a maximum diagonal length of 200 foot above 80, 100, and 150 feet, respectively from west to east. The residential buildings, hotel, and Alana Way restaurant would not have bulk limits. The height and bulk restrictions are intended to preserve views of Bayview Hill above the 200 foot elevation; the hill reaches an elevation of about 350 feet within the project area. It is likely that most office buildings would be oriented with their long exposures along a north/south axis; OB4 and OB8 and the residential buildings could have their long exposures located along an east-west axis (see Figure 2). Retail and restaurant facilities would be located at ground level in the office buildings, accessible on foot to both office workers and nearby residents.

As discussed in Chapter II, Introduction, p. 3, the current project proposes modification of the Conditional Use Authorization. In the 1985 project, all office buildings were arranged with their long exposures along a north-south axis; this proposal would likely change the orientation of OB4 and OB8 with their long exposures along an east-west axis. In the previous project, the retail and restaurant uses were concentrated in Office Buildings 6 and 7; this project would distribute the retail uses more evenly among the office buildings. The previous project included a hillside trail plan for the south face of Bayview Hill; the revised project would eliminate this trail and substitute natural landscaping improvements to Bayview Hill (see pages 123-124 for a discussion of the hillside trails). In the previous project, Executive Park Boulevard West was required to be extended south of Alana Way to Harney Way prior to a certificate of occupancy for the residential uses; this extension has not occurred, and in this project, the roadway is not proposed to be extended prior to a determination on whether a new freeway interchange is to be constructed in the same location. If a new interchange is not to be constructed in a reasonable time frame, the Project Sponsor favors the existing configuration. If an extension is needed, the sponsor has proposed a preferred alternative design for the Executive Park Boulevard West extension that would eliminate Alana Way west of Executive Park Boulevard West, and extend Executive Park Boulevard West to Harney Way at a location about half-way between the freeway off-ramp and the intersection with Thomas Mellon Drive. This alternative design is described in more detail in Section IV.B,

Transportation, below. The Project Sponsor may request modification of conditions of approval that require a 25% contribution to street widenings and other circulation improvements proposed west of Executive Park Boulevard West. Last, the Project Sponsor may also request approval to have additional nonresidential parking as indicated above.

SITE ACCESS, CIRCULATION, PARKING AND LOADING

The principal access to the project area is via U.S. 101. From the south, vehicles exit U.S. 101 at the Harney Way off-ramp. From the north, access from U.S. 101 is via the Beatty Avenue off-ramp to Alana Way under U.S. 101 (see Figure 1). Vehicles approaching the project area from the west via Bayshore Boulevard can use Beatty Avenue or Blanken Avenue. Vehicles coming from the Bayview-Hunters Point area via Jamestown Avenue Extension use Harney Way. On-site vehicular travel proceeds from Alana Way and Harney Way via Executive Park Boulevard and Thomas Mellon Drive.

Pedestrian circulation is concentrated on sidewalks along Thomas Mellon Drive and east/west along Executive Park Boulevard North and Crescent Way. Additional pedestrian circulation areas would be provided along the perimeters of the new building sites and along an east-west corridor within the office sites.

As discussed above, Phases 1 and 2 would add about 2,438 parking spaces at full buildout to the 797 existing surface parking spaces, which have been constructed for OB1, OB2, and OB3, and would add about 488 garage spaces to the under-construction 532 garage spaces for the residential portion of the project. The commercial part of the project would include 21 loading spaces for the office buildings at buildout, an addition of 13 to those already developed. One elevator in the elevator bank would be designated as a freight elevator in each office building. Each new residential building may include one loading space for service, delivery and trash pick-up, pursuant to Section 152 of the Planning Code; no loading has been required for residential uses in the project's Conditional Use authorizations.

PROJECT SCHEDULE AND PHASING

OB4 and OB5, including the health club, day care center, and restaurant are proposed to begin construction in 1999 and to be completed by 2001. The parking structure to serve OB4 and OB5 and the remaining residential units and related parking would also be completed by 2001.

Phase 2, comprised of OB6, OB7 (and potentially OB8), is proposed to begin construction as early as 2002, with completion of construction by 2004, but possibly as late as 2006.

Development of the hotel and related parking is projected to be completed by 2004, as part of Phase 2, or as late as 2006.

LANDSCAPING

Landscaping would occur concurrently with building phases. Hillside planting and hydroseeding programs have begun during development of OB1, OB2 and OB3, and would continue throughout construction of the project. During development of the project, the interiors and perimeters of building clusters would be landscaped.

The hillside planting would be a combination of trees and shrubs, cascading plants and ground covers which would be predominately California native plants. A variety of plants would be used to create a natural appearance, and to provide a selection of plants that would be best suited to varying soil types found on the hillside.

D. PROJECT COSTS

All project construction costs and rental rates are estimated in 1998 dollars. Project development costs (excluding residential) would total about \$192 million. The hotel is expected to cost about \$42 million. The cost for the residential portion of the project is

estimated to total about \$35.5 million. These costs and prices are expected to rise with inflation throughout the five-year buildout of the project.

E. APPROVALS REQUIRED

Following a public hearing on this Draft Supplemental EIR before the City Planning Commission, responses to all written and oral comments will be prepared. Revisions to the Draft Supplemental EIR (Summary of Comments and Responses) will be reviewed by the City Planning Commission and the Final SEIR certified as complete.

Pursuant to the existing authorization, the project would require Planning Commission approval to extend the Conditional Use authorization beyond December 1999. The project and its modifications to the conditions of approval may require amendments to the South Bayshore Area Plan of the *San Francisco General Plan*. The precise nature of *General Plan* amendments has not yet been determined; however, they would be limited in scope. For example, possible amendments may include amendment or deletion of Figure 20, amendment of Policy 19.6 related to the hillside trail, and possibly amendment of Policy 19.8 if the parking variant were approved. Following reauthorization of the Conditional Use permit and any approval of amendments to the *General Plan* required, implementation of the project would require issuance of site and building permits from the Department of Building Inspection, and approval of subdivision maps and street design by Department of Public Works.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which established eight Priority Planning Policies. The policies, contained in Section 101.1 of the City Planning Code, are: 1) preservation and enhancement of neighborhood-serving retail uses; 2) protection of neighborhood character; 3) preservation and enhancement of affordable housing; 4) discouragement of commuter automobiles; 5) protection of industrial and service land uses from commercial office development and enhancement

of resident employment and business ownership; 6) earthquake preparedness; 7) landmark and historic building preservation; and 8) protection of open space. Before issuing a permit for any project or adopting any legislation that requires an Initial Study under the California Environmental Quality Act, or adopting any zoning ordinance or development agreement, and before taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

NOTES - Project Description

1. Under-construction units equal 287 [62 one-bedroom units (21.6%); 77 two-bedroom units (26.8%); 70 three-bedroom units (24.4%); and 78 four-bedroom units (27.2%)]. New units would equal 263 [21.6% one-bedroom units (57); 26.8% two-bedroom units (70); 24.4% three-bedroom units (64); and 27.2% four-bedroom units (72)].

IV. ENVIRONMENTAL SETTING AND IMPACTS

The San Francisco Planning Department determined that a Supplemental EIR was required for build-out of remaining portions of the Executive Park project due to changed circumstances in the area. In addition to discussing these changes, this SEIR also considers proposed extension of the project authorization beyond December 1999 and modification of several conditions of approval.

Effects of the project which were evaluated in the 1985 FSEIR and determined to require little or no additional analyses are discussed in Chapter V, as follows: visual quality; population; noise (except traffic noise); air quality (except transportation-related air quality); shadows; wind; utilities and public services; biology; geology and topography; energy and natural resources; hazards; and cultural resources. Impacts in these areas are either considered less than significant or would be reduced to less-than-significant levels by mitigation measures included in the project. Land use changes were also determined to be insignificant and to require no further analysis; however, this topic is included in the Setting and Impacts chapter to orient and inform the reader. Transportation, transportation-related air quality, traffic noise, and sewer capacity and wastewater treatment issues are analyzed below, following the Land Use, Plans and Zoning subsection.

A. LAND USE, PLANS AND ZONING

SETTING

LAND USE

Existing Uses On-Site

The project site is the relatively isolated triangular area bounded by Bayview Hill to the north, U.S. 101 to the west, San Francisco Bay to the south, and 3Com Park to the east. The project

proposes construction on about half of the 71-acre project site, composed of portions of Lots 75, 85, 86, and 88/90 of Assessor's Block 4991, and Lots 24, 61, and 65 of Assessor's Block 153. The office buildings, parking structures, and residential buildings would be built on Lot 88/90, located north of Executive Park Boulevard North, which contains an asphalt-paved parking area as well as vacant terraced hillside areas. The hotel would be built on portions of Lots 75, 85, and 86, which are located on both sides of Thomas Mellon Drive; the area currently provides surface parking as well as landscaped grassy areas. The restaurant would be built on Lots 24, 61, and 65, which comprise the vacant land south of Alana Way. This vacant land, which is predominantly in the City of Brisbane in San Mateo County, is used for informal parking for some events at 3Com Park; as the compacted dirt or paved surface is marked with parking stripes.

Existing uses on-site include three two- and three-story office buildings of about 320,000 sq. ft. and about 800 surface parking spaces in the middle of the site. About 287 dwelling units are under construction on the east end of the site. Since publication of the 1985 FSEIR, little change is apparent on the project site: the trees lining Executive Park Boulevard North have grown to about 50-60 feet in height; and the upper reaches of the hillside have been revegetated, while the lower reaches of the hillside have been paved. On the eastern end of the site, construction is underway on five multi-family residential buildings.

Existing Surrounding Uses

The site is located on the south side of Bayview Hill, west of the recreational and open space uses of 3Com Park and Candlestick Point State Recreation Area, and east of the Little Hollywood and Visitacion Valley residential neighborhoods, as shown in Figure 4. Industrial and commercial uses are located to the north and to the south of the site.

Since publication of the 1985 SEIR, improvements have been made to Candlestick Point State Recreation Area, located to the east and south of the project site as the state park curves



around 3Com Park and follows the shoreline. Amenities include turf fields, baseball backstops, picnic tables, and passive recreational features. The Bay Trail, a bike trail and pedestrian pathway, has been established along the adjacent shoreline. The Bay Trail extends both south and north of the project area.

There has been little change in other surrounding uses since 1985. One clarification is the mix of industrial and commercial uses with residential use in the area between Third Street and Ingalls Street, north of Gilman Avenue. This area was shown as predominantly residential in 1985. The relocation of the San Francisco Giants baseball team to a new ballpark in China Basin, planned for April 2000, is a notable recent development; this will reduce the number of normally scheduled "game days" from about 90 to about 12. The San Francisco 49ers will continue to play about eleven to twelve home games per season. Other surrounding land uses appear to have changed little. To the north and west, the predominantly single-family homes of the residential communities of Visitacion Valley and Little Hollywood remain unchanged. Bayshore Boulevard, Third Street, and Leland Avenue remain the primary commercial corridors in the project vicinity. Southwest of the project site, light industrial and industrial uses such as Norcal Resources Management Company and Sanitary Fill Company characterize the areas south of Sunnydale Avenue, including Brisbane Baylands and Sierra Point in the City of Brisbane. 3Com Park is east of the project site, across Jamestown Avenue. Bayview Park sits atop Bayview Hill and forms the northern boundary of the project site.

Proposed Development in the Project Vicinity

There are a number of development proposals under consideration in the project vicinity. They include: the 49ers Stadium and retail/entertainment center project, which would demolish the existing stadium, build a new 75,000-seat stadium, and construct a retail/entertainment center of about 1.4 million occupied sq. ft.; re-use of the 500-acre Hunters Point Naval Shipyard to accommodate 1.8 million sq. ft. of residential and live/work uses, 1.15 million sq.

ft. of mixed use, 555,600 sq. ft. of cultural/educational uses, 312,000 sq. ft. of research and development uses, and 1.135 million sq. ft. of industrial uses¹; a proposed 108,000 sq. ft. Home Depot at Bayshore Boulevard between Raymond and Sunnydale; 200 residential units on Jamestown Avenue on the north side of Bayview Hill; the Fitch Street Bridge which would connect the north and south sides of South Basin; the Third Street Light Rail line, which will extend light rail from Chinatown through downtown San Francisco and the Visitacion Valley area to the San Francisco - San Mateo County line; and, in the City of Brisbane, Brisbane Baylands, which is proposed to include about 1.5 million sq. ft. of retail uses and about 650,000 - 750,000 sq. ft. of research and development and high technology uses in its first phase of development², and Sierra Point, which is proposed as a redevelopment area. The survey area for a proposed Bayview-Hunters Point Redevelopment Plan extends from Islais Creek, north of the project site, south to the City boundary, including the 49ers Stadium and Retail/Entertainment Center site as well as the Executive Park project site.

PLANS

South Bayshore Plan

The project site is located within the area covered by the South Bayshore Plan, an Area Plan of the *San Francisco General Plan*. The plan covers the area bounded by Cesar Chavez (formerly Army) Street and Islais Creek Channel to the north, U.S. 101 to the west, the San Francisco City and County limits to the south, and San Francisco Bay to the east. The plan, which was substantially amended on July 20, 1995 and replaces the 1970 plan, is the result of a seven-year community process. The plan contains objectives and policies which address land use patterns, transportation systems, housing development, commercial and industrial uses, urban form, recreation and open space areas, community facilities, public services, and energy efficiency. Recognizing that an increasing number of development projects were located along the southeast corridor of the city, the plan provides guidelines "for realizing South Bayshore's

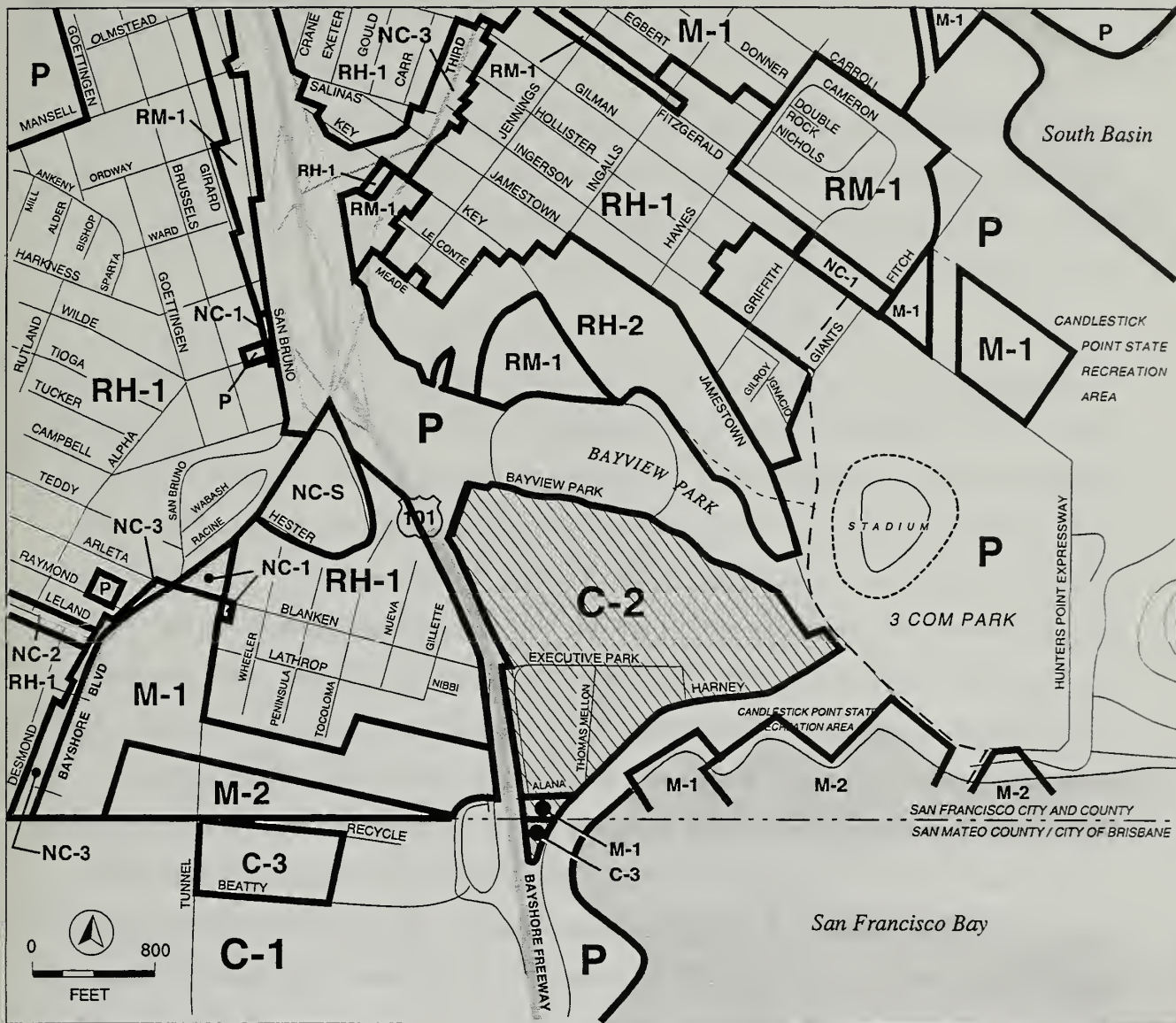
growth potential in a manner that is in the best interest of the local residents and the city as a whole” (South Bayshore Plan, p. II.9.1).

Subarea Plan for San Francisco Executive Park

The Subarea Plan for San Francisco Executive Park, within the South Bayshore Area Plan, addresses development on the project site. The subarea plan seeks to “create, as a ‘gateway to the city,’ a balanced urban development” on the project site. Policies address the amount, location, and urban form of the offices, town center, hotel, retail uses, and open space. Policy 19.1 recommends arranging the office buildings with taller structures in the center of the site; massing should reflect the form of the hillside and reinforce the urban character of the project. The Town Center, Policy 19.2, should be centrally located between new and existing buildings, with a plaza surrounded by retail arcades. Policy 19.3 states that the hotel should serve office uses in the area, and that parking should be located beneath the hotel. Policy 19.4 specifies the location of retail uses primarily around the Town Center, with some retail in the hotel and a restaurant located south of Alana Way. According to Policy 19.5, the housing should be developed in two- to eight-story buildings (over one- to two-level parking podiums) that follow the form of the hillsides. Development of a hillside park and trails is described in Policy 19.6, as is landscaping for the entire project site. Transportation policies include implementing a transportation management program (Policy 19.7), limiting parking (Policy 19.8), and providing shuttle service (Policy 19.9).

ZONING

The majority of the project site is in a C-2 (Community Business) District; the parcel south of Alana Way is in an M-1 (Light Industrial) District (see Figure 5). Community business districts, as described in Section 210.2 of the City Planning Code, “provide convenience goods and services to residential areas” and “provide comparison shopping goods and services on a



SOURCE: City and County of San Francisco

LEGEND

C-2 COMMUNITY BUSINESS	NC-3 MODERATE-SCALE NEIGHBORHOOD COMMERCIAL
P PUBLIC	C-M HEAVY COMMERCIAL
M-1 LIGHT INDUSTRIAL	NC-2 SMALL-SCALE NEIGHBORHOOD COMMERCIAL
M-2 HEAVY INDUSTRIAL	NC-1 NEIGHBORHOOD COMMERCIAL CLUSTER
RH-1 RESIDENTIAL HOUSE DISTRICTS, ONE-FAMILY	C-1 COMMERCIAL MIXED USE (BRISBANE)
RH-2 RESIDENTIAL HOUSE DISTRICTS, TWO-FAMILY	C-3 HEAVY COMMERCIAL (BRISBANE)
RM-1 RESIDENTIAL, MIXED DISTRICTS, LOW-DENSITY	
NC-S NEIGHBORHOOD COMMERCIAL SHOPPING CENTER	



EXECUTIVE PARK SUPPLEMENTAL EIR
FIGURE 5: PLANNING CODE LAND USE DISTRICTS

general or specialized basis to a citywide or regional market area, complementing the main area for such types of trade in downtown San Francisco.” Section 210.5 of the Code states that the light industrial district provides land for industrial development, particularly for “smaller industries dependent upon truck traffic.”

Height and bulk districts express the building height limit (e.g., a building height limit of 100 feet in a 100-G Height and Bulk District) and the bulk limitations (i.e., the “G” symbol limits the maximum plan dimensions above a certain height, in this case, to 170 feet by 200 feet, above 80 feet high). Most portions of the project site, including the north, east, and west portions of the site, are in a 40-X Height and Bulk District (see Figure 6). North of Executive Park Boulevard North, there are four height and bulk districts, each comprising the approximate area of a proposed office building. The area from U.S. 101 to the proposed Crescent Place is within a 100-G Height and Bulk District; the area east from Crescent Place to mid-block is within a 140-H Height and Bulk District; the area from Thomas Mellon extending to mid-block, both east and west, is within a 200-I Height and Bulk District; and the area northwest of the intersection of Executive Park Boulevard North and Executive Park Boulevard East is within a 165-I Height and Bulk District. The residential buildings would be located within two districts: the area immediately east of Executive Park Boulevard East is within a 60-X Height and Bulk District; farther east the area is within an 80-X Height and Bulk District. The area northeast of Thomas Mellon Drive and Harney Way is within an 80-X Height and Bulk District, as is a portion of the area immediately adjacent on the west side of Thomas Mellon Drive. The parcel south of Alana Way is within a 40-X Height and Bulk District (see Figure 6). In Planning Code Section 270, the ‘X’ designation exempts buildings from bulk requirements. The G, H and I Bulk designations restrict building plan dimensions to 170 feet in length and 200 feet along the diagonal, above 80, 100, and 150 feet, respectively.³

LAND USE CHANGES

The City has no adopted significance standard for land use impacts, but generally considers whether a project would disrupt or divide the physical arrangement of an established community, or have any substantial adverse impact upon the existing character of the vicinity. The project would increase the diversity and intensity of existing uses on the project site. The project is consistent with the C-2 (Community Business) use district which is intended to serve both outlying communities and denser close-in communities.

The project would change land use at the project site from moderate office, retail, and residential uses, and surface parking, to more dense office, retail, residential, restaurant, hotel, and parking uses. As described in the Setting, pp.17-19, the project area is a relatively isolated development which contains about 320,000 sq. ft. of office space with about 800 parking spaces, and about 287 dwelling units (under construction) with about 532 parking spaces. The project would add about 1.3 million sq. ft. of office use in a row of four or five, 4- to 15-story buildings with two rear parking structures holding about 2,000 vehicles. The project would increase the amount of residential development by about 263 dwelling units in four- to eight-story buildings over one to two levels of parking with about 488 spaces. The proposed project would expand the diversity of uses at the site by constructing hotel, retail, health club, and restaurant uses. The new hotel, health club, day care center, and restaurant uses would complement existing office and residential uses while the new office, retail, and residential uses would intensify the amount of existing office, retail, and residential uses on the site. The proposed development would thus intensify land use at the project site. This increase in density of primarily existing uses represents an expansion of uses which would be compatible with the uses in the vicinity of the project, including the Little Hollywood and Visitation Valley neighborhoods.

The project would not disrupt or divide the physical arrangement of an established community, since the project site is relatively isolated from nearby residential, industrial, and recreational uses due to physical barriers such as Bayview Hill and U.S. 101. Mitigation measures from the 1985 FSEIR are proposed as part of this project; see the list in Appendix A.

COMPARISON WITH EXISTING PLANS

PLANS

The project and its modifications to the conditions of approval could require amendments to the South Bayshore Area Plan of the *San Francisco General Plan*. These amendments would involve retaining existing roadway configurations; modifying the policy recommending provision of hillside trails; and, if the parking variant were to become part of the proposed project, increasing the amount of on-site parking. The physical impacts of these changes are addressed in other technical sections of Chapters IV and V.

While no substantial conflict with any environmental objective or policy within the General Plan has been identified, the issue of General Plan conformity will be considered further by the City Planning Commission during their deliberations regarding the project. Any plan conflict not identified here could be considered as part of that review process and would not change the physical environmental effects of the project described herein.

NOTES - Land Use, Plans, and Zoning

1. Keyser Marston Associates, Inc., *San Francisco Cumulative Growth Scenario, Final Technical Memorandum*, prepared for the San Francisco Redevelopment Agency, March 30, 1998.
2. Carole Nelson, Planning Director, City of Brisbane, letter to Hillary Gitelman, January 23, 1998; and Anne Broadwell, Esq., Adams, Broadwell and Joseph, representing the City of Brisbane, letter to Diane Wong, October 22, 1997.
3. San Francisco Planning Code, Section 270, Table 270.

B. TRANSPORTATION

The transportation analysis in the 1985 FSEIR has been updated to reflect current conditions in 1999 and to account for recent forecasts of growth in the nearby area, in the City and in the region. Therefore, the following text completely replaces the transportation section in the 1985 FSEIR.

The proposed project would increase traffic on local streets and freeways in and near the Project Area, as discussed in the 1985 FSEIR. However, the City's *Guidelines for Environmental Review: Transportation Impacts* were revised in July 1991; and new information about trip generation rates is available based on the Citywide Travel Behavior Survey conducted by the San Francisco Planning Department, the San Francisco Public Utilities Commission, and the County Transportation Authority in 1992. In addition, more recent growth forecasts have been prepared by the Association of Bay Area Governments and by city agencies that affect future cumulative transportation analyses. Also, since publication of the 1985 FSEIR, major projects have been proposed adjacent to the project site, including the Candlestick Point Stadium and retail/entertainment center; the Home Depot project at the former Schlage lock site on Bayshore Boulevard; about 200 residential units on Jamestown Avenue on the north side of Bayview Hill; Brisbane's updated General Plan to reflect anticipated development of the Baylands, just south of the project area; reuse of Hunter's Point Naval Shipyard; the Third Street Light Rail project; San Francisco International Airport Expansion; and Mission Bay, about 3 miles north of the project site. Based on these changes, this SEIR presents a new transportation analysis to assess potential impacts caused by the proposed project.

SETTING

TRANSPORTATION STUDY AREA

For the traffic analysis, two freeway segments, two freeway on-ramps and six intersections were identified as locations likely to be most affected by the proposed project. The study intersections include most of the local intersections adjacent to the proposed project, plus the access routes to and from U.S. 101. Intersections more distant from the project site were not analyzed as part of this study because project-related traffic would be dispersed among the many local streets farther from the site, and consequently, would be less than at the study intersections. Figure 7 presents the local street network showing the specific intersections and freeway ramps studied.

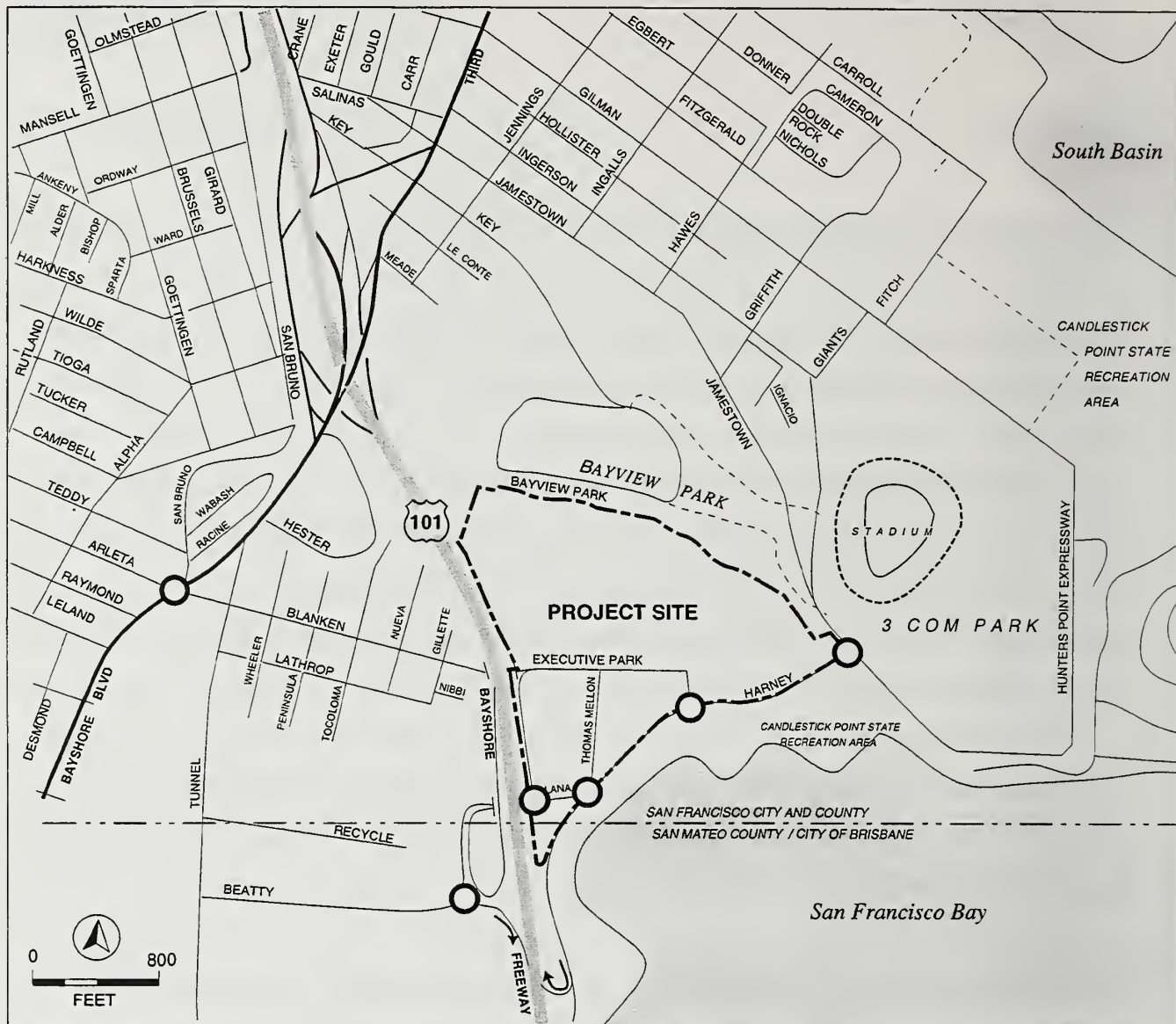
The transit study area includes local and regional transit service near the project site plus transit service accessible using the Executive Park shuttle—BART, Caltrain and SamTrans (see Figure 8, p. 37, below).

The parking study area includes the project site, as well as the streets in the adjacent residential neighborhoods. The pedestrian and bicycle study area includes the primary access routes between the project site and the nearby parking and transit facilities.

ROADWAY NETWORK

Regional Freeways

The project site is served by U.S. 101 (Bayshore Freeway), which connects San Francisco with the Peninsula and beyond to the south, and Marin County and beyond to the north. U.S. 101 has both northbound and southbound on- and off-ramps at Harney Way and Alana



SOURCE: Wilbur Smith Associates

LEGEND

○ STUDY INTERSECTION

EXECUTIVE PARK SUPPLEMENTAL EIR
FIGURE 7: INTERSECTION ANALYSIS LOCATIONS

Way/Beatty Avenue. In addition, U.S. 101 has southbound and northbound on- and off-ramps at Third/Bayshore; a southbound off-ramp at Paul Avenue/San Bruno Avenue; southbound and northbound on-ramps at Industrial Avenue; and southbound on- and off-ramps and a northbound off-ramp at Silver Avenue. U.S. 101 merges with Interstate 280 (I-280) approximately two miles north of the project site (near the Alemany Boulevard interchange), a common location of congestion during weekday commute periods. North of this junction, U.S. 101 merges with Interstate 80 (I-80), which leads to the Bay Bridge and the East Bay. Approximately two miles south of the project site, U.S. 101 merges with Interstate 380 (I-380) near the San Francisco Airport, another area of consistent peak period congestion. During the weekday PM peak hour, the northbound freeway segment south of I-280 operates at LOS C and the southbound segment, north of I-380, operates at LOS D. The two study U.S. 101 on-ramps operate at LOS C.

Local Streets

Harney Way is the primary access road to the project site, providing direct connection to U.S. 101. Vehicles destined to and from U.S. 101 northbound use the Harney Way ramps, while vehicles destined to and from U.S. 101 southbound use the Alana Way/Beatty Avenue ramps on the west side of U.S. 101 (with access to Harney Way via the Alana Way undercrossing). Harney Way connects with Jamestown Avenue and Hunters Point Expressway to the east of the project site. Between Alana Way and Jamestown Avenue, Harney Way has an 8-foot sidewalk on the north side. On-street parking is not permitted at any time. Harney Way accommodates a Class-III (designated with signs) bicycle route (route #805). In addition, Harney Way is listed in the *Transportation Element* of the San Francisco *General Plan* as part of the Bay, Ridge and Coast Trail.

Alana Way is an approximately 1,500-foot roadway segment that connects Beatty Avenue with Harney Way. It serves as the primary connection between Harney Way and the U.S. 101

southbound ramps at Alana Way/Beatty Avenue. Alana Way is a two-way roadway and sidewalks are not provided along either side of the roadway. On-street parking is not permitted at any time. Alana Way is part of bicycle route #805.

Beatty Avenue is a two-way east-west roadway on the west side of U.S. 101, between Tunnel Avenue and the U.S. 101 southbound ramps at the intersection with Alana Way. On-street parking is generally permitted on both sides of the roadway. Sidewalks are discontinuously provided on both sides. Beatty Avenue is part of bicycle route #805.

Executive Park Boulevard is a roadway internal to Executive Park. It is a two-way roadway, connecting with Harney Way, Thomas Mellon Drive, Blanken Avenue, and Alana Way. It is divided into Executive Park East, Executive Park North and Executive Park West segments. Executive Park Boulevard has sidewalks on the side adjacent to the existing Executive Park development. On-street parking is not permitted. Delivery and service vehicle loading bays are provided adjacent to the existing OB2 and OB3. No stopping is permitted in either bay, except for truck loading from 8:00 AM to 6:00 PM daily, with a 30-minute time limit. Each bay can accommodate up to three vehicles at one time.

Thomas Mellon Drive is a two-way, north-south roadway that serves as the main entrance to the existing Executive Park development. The roadway connects Harney Way and Executive Park Boulevard and provides access to the main parking lots for the existing buildings. Thomas Mellon Drive has sidewalks on both sides. On-street parking is not permitted.

Blanken Avenue is a two-way, east-west roadway that connects Bayshore Boulevard to the Little Hollywood area, west of U.S. 101. Continuing east, Blanken Avenue connects with Executive Park via a tunnel under U.S. 101. The roadway has sidewalks on both sides of the street. Unrestricted on-street parking is generally permitted on both sides of the street.

Commercial vehicles weighing more than 6,000 pounds are prohibited from using Blanken Avenue as a through route.

Jamestown Avenue is a north-south street between Third Street and Hunters Point Expressway. Commercial vehicles weighing more than 6,000 pounds are prohibited from using Jamestown Avenue as a through route. On-street parking is generally permitted, except during events at the stadium. Jamestown Avenue provides access to Bayview Park and the Candlestick Point State Recreation Area, and is identified as a Recreational Street¹ in the San Francisco *General Plan*.

Hunters Point Expressway (and the road south of the Harney Way/Jamestown Avenue intersection, called Jamestown Avenue Extension) circles the stadium and parking lots at 3Com Park, and provides a connection between Jamestown and Gilman Avenues. Hunters Point Expressway provides access to the Candlestick Point State Recreational Area to the east of the project site. On-street parking is not permitted at any time. However, along parts of Jamestown Avenue Extension, on-street parking is permitted but restricted on event days. Hunters Point Expressway is a part of bicycle route #805.

Third Street is the principal north-south arterial in the southeast part of San Francisco, extending from U.S. 101/Bayshore Boulevard to Market Street. It is the main commercial street in the Bayview Hunters Point neighborhood, and also serves as a through street and an access way to all of the industrial areas north and east of U.S. 101. In the *General Plan*, Third Street is identified as a Major Arterial² in the CMP Network,³ part of the Metropolitan Transportation System,⁴ a Transit Important Street,⁵ and a Neighborhood Commercial Street.⁶

Bayshore Boulevard is a north-south arterial that generally parallels U.S. 101, extending from Airport Boulevard in South San Francisco, through the City of Brisbane, to Cesar Chavez (Army Street) in San Francisco. The San Francisco *General Plan* designates Bayshore

Boulevard as a Major Arterial in the CMP network and a Transit Important Street to the south of U.S. 101.

The intersections in the study area currently operate at LOS A or B during the weekday PM peak hour conditions. Existing conditions are presented in Table 2.

Game Day Conditions

3Com Park (formerly known as Candlestick Park) is located to the east of the project site. Harney Way serves as the main access route between the stadium and U.S. 101. Prior to the start of events, Harney Way (between the intersection with Thomas Mellon Drive and Alana Way and Jamestown Avenue) is converted to one-way inbound operation, with all four lanes heading into the stadium parking areas. After events, Harney Way is converted to one-way outbound operation, with all four lanes exiting the stadium. These lane reversals are regulated by overhead lane control signals. To facilitate the traffic flows onto the U.S. 101 on-ramps after events, Caltrans closes the northbound off-ramp at Harney Way and prohibits access onto Alana Way from the southbound on-ramp at Beatty Avenue.

Currently, the San Francisco Forty-Niners (49ers) professional football team plays an average of eleven home games at 3Com Park each year, between September and the end of December. Pre-season home games (usually two) are played in August. Most of the games start at 1:00 p.m. on Sundays, while a few games are played on Monday night or Saturday afternoon. The San Francisco Giants professional baseball team also play their home games at 3Com Park, but will be moving to a new stadium at the end of the 1999 season. Once the Giants depart, other events may be held at the stadium, including soccer games, college football games, concerts and off-road racing. Events held at 3Com Park substantially affect the operation of the roadways in the vicinity of the stadium. Before events, Harney Way is converted to one-way inbound. After events, Harney Way is converted to one-way outbound and the northbound

TABLE 2
INTERSECTION LEVELS OF SERVICE
EXISTING CONDITIONS
Weekday PM Peak Hour

Intersection ¹	Average Delay (sec./vehicle)	LOS ²
Harney/Jamestown	3.0	A
Harney/Executive Park East	4.0	A
Harney/Alana/Thomas Mellon	6.0	B
Alana/Executive Park West	3.8	A
Alana/Beatty	4.1	A
Bayshore/Blanken/Arleta/San Bruno	12.8	B

Notes:

1. All intersections operate with stop-sign control except Bayshore/Blanken, which is signalized.
2. Level of Service designations are based on the following ranges of delay:

For unsignalized intersections:

- LOS A = ≥ 5.0 seconds of delay per vehicle
- LOS B = 5.1-10.0 seconds of delay per vehicle
- LOS C = 10.1-20.0 seconds of delay per vehicle
- LOS D = 20.1-30.0 seconds of delay per vehicle
- LOS E = 30.1-45.0 seconds of delay per vehicle
- LOS F = ≥ 45.0 seconds of delay per vehicle

For signalized intersections:

- LOS A = ≥ 5.0 seconds of delay per vehicle
- LOS B = 5.1-15.0 seconds of delay per vehicle
- LOS C = 15.1-25.0 seconds of delay per vehicle
- LOS D = 25.1-40.0 seconds of delay per vehicle
- LOS E = 40.1-60.0 seconds of delay per vehicle
- LOS F = ≥ 60.0 seconds of delay per vehicle

Source: Wilbur Smith Associates

freeway off-ramp at Harney Way is closed. Also after events, Caltrans prohibits access onto Alana Way from the U.S. 101 southbound off-ramp at Beatty Avenue. These temporary changes in direction and closures make access from U.S. 101 to Executive Park and parts of Little Hollywood/Visitation Valley difficult. Both before and after events, localized

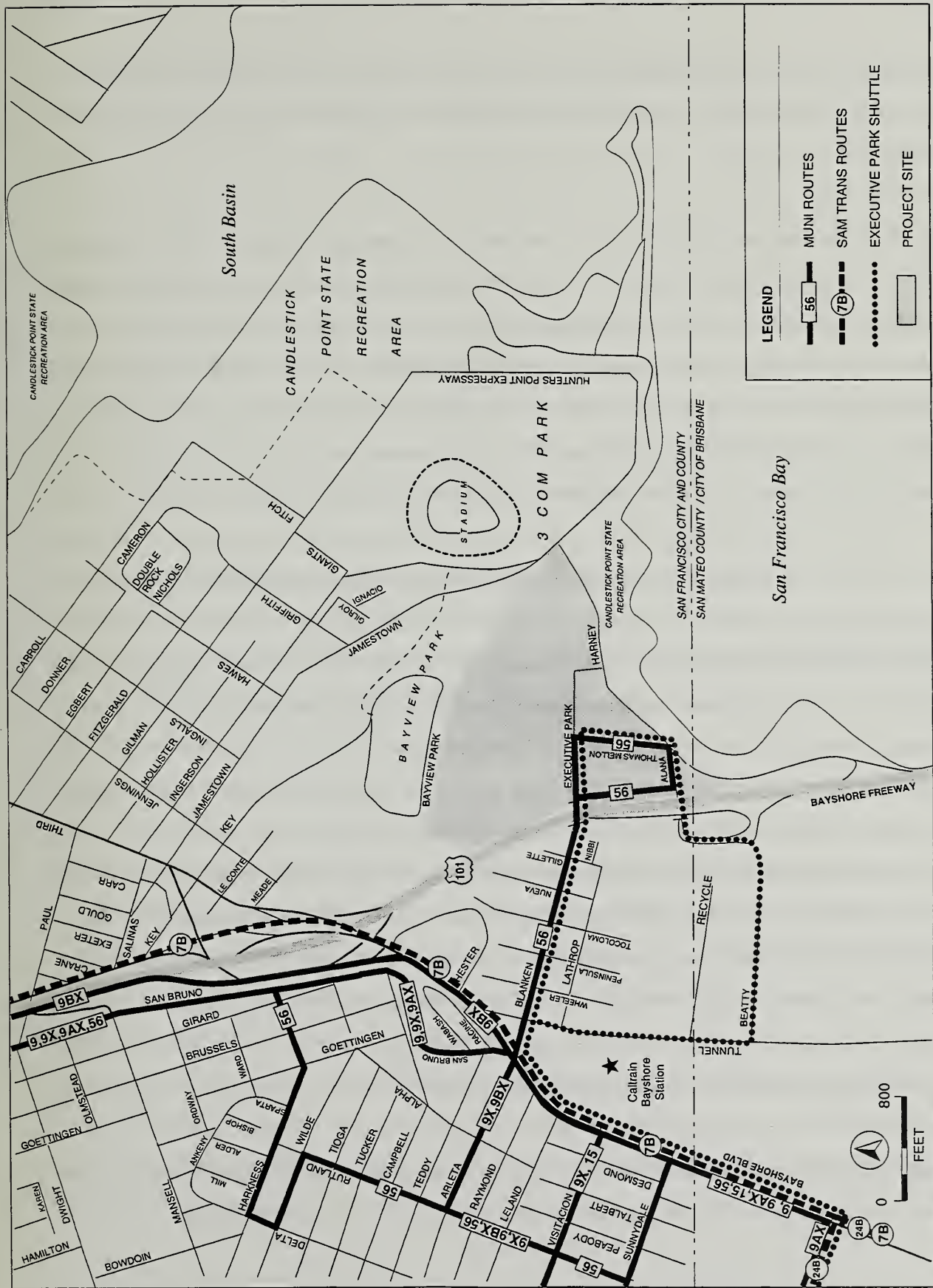
congestion occurs on the freeway and ramps in the nearby vicinity. In addition, high levels of congestion and substantial queues form on the local streets. To assist in the movement of traffic before and after events, San Francisco Police officers, Parking Control Officers (PCOs) and California Highway Patrol officers (CHP) are posted. Their tasks include ensuring smooth traffic flow on the one-way inbound and outbound Harney Way, directing traffic, and overriding traffic control devices (STOP signs and signals).

TRANSIT

One San Francisco Municipal Railway (MUNI) bus line, the 56-Rutland, provides direct service to the project site and five other routes (15-Third, 9-San Bruno, and the 9X/AX/BX-San Bruno Expresses) operate in the vicinity of the proposed project. In addition, the Executive Park shuttle provides access to nearby local and regional transit facilities. These lines are described below and illustrated in Figure 8.

The 56-Rutland is a community route which provides local circulation within the South Bayshore area. This route serves the Visitacion Valley area and provides service to Executive Park. The 56-Rutland line connects with the 15-Third and 9-San Bruno lines along Bayshore Boulevard for crosstown service. Within Executive Park, there are bus stops at Thomas Mellon Drive (north of Harney Way), Harney Way (east of Executive Park Boulevard West) and Executive Park Boulevard West (south of Blanken Avenue). The 56-Rutland operates at 30-minute headways throughout the day.

The 15-Third is the primary bus route in the southeast section of San Francisco. The line connects most of the neighborhoods in the eastern section of the City, extending from City College, through Visitacion Valley, Bayview Hunters Point, Potrero Hill, Mission Bay, SOMA, Financial District and Chinatown, ending at Fisherman's Wharf. In the vicinity of Executive Park, the 15-Third operates on Bayshore Boulevard, with the closest stop located at



10215-00/3-23-99

SOURCE: Wilbur Smith Associates

EXECUTIVE PARK SUPPLEMENTAL EIR

FIGURE 8: EXISTING TRANSIT NETWORK

the intersection of Bayshore/Blanken/Arleta/San Bruno (about a mile from the center of Executive Park). The 15-Third operates seven days a week, with headways between 6 and 15 minutes.

The 9-San Bruno, plus the 9X/AX/BX-San Bruno Expresses, operate between Visitacion Valley and downtown San Francisco. In the vicinity of Executive Park, all four lines operate along Bayshore Boulevard or San Bruno Avenue, with the closest stops located at the intersection of Bayshore/Blanken/Arleta/San Bruno (about a mile from the center of Executive Park). The 9-San Bruno is a local route which operates seven days a week, with headways between 8 and 15 minutes. The 9X-San Bruno Express operates on weekdays in both directions, whereas the 9AX and 9BX operate peak-period and peak direction only.

The Executive Park shuttle is a weekday peak period, peak direction shuttle service that connects Executive Park with Caltrain, MUNI and SamTrans routes on Bayshore Boulevard, and the Balboa Park BART station. During the AM peak period, the shuttle picks up passengers (in the inbound direction towards Executive Park) at the Balboa Park BART station, Geneva/Mission (MUNI), Geneva/Bayshore (SamTrans), Blanken/Bayshore (MUNI, SamTrans) and the Caltrain Bayshore Station, and drops off passengers at the nearby Sunset Scavengers offices and Executive Park. In the evening, the shuttle starts at Executive Park, picks up passengers at Executive Park and the Sunset Scavengers office, and drops them off at the same stops noted above (in the outbound direction). Although shuttle connections are available at MUNI and SamTrans stops, essentially all shuttle users presently travel by either BART or Caltrain. Daily, there are 14 shuttle trips that serve Executive Park (eight inbound and six outbound), including two during the AM peak hour (between 7:30 and 8:30 AM) and two during the PM peak hour (between 5:00 and 6:00 PM).

Although there is no regional transit service to the project site, nearby regional connections can be made with Caltrain, SamTrans and BART. All three transit operators are served by the

Executive Park shuttle. The nearest Caltrain station is the Bayshore Station, which is located on Tunnel Avenue, south of Blanken Avenue and west of U.S. 101, approximately 1.0 mile from the center of Executive Park. There are no direct connections with other transit services, but MUNI and SamTrans bus stops can be accessed two to three blocks away along Bayshore Boulevard. Two SamTrans bus lines have stops nearby to Executive Park: Route #7B operates between Redwood City and downtown San Francisco, with stops on Bayshore Boulevard, and Route #24B is a local route that operates between San Bruno and Visitacion Valley, with stops along Bayshore Avenue and Geneva Avenue. Transfers can be made at Bayshore Boulevard (at Blanken Avenue) to the MUNI 56-Rutland line. The nearest BART station to Executive Park is the Balboa Park Station, located about 3.5 miles to the west of the project site. At this station, connections can be made to the MUNI 15-Third bus line that operates along Bayshore Boulevard. Transfers can be made at Bayshore Boulevard (at Blanken Avenue) from the 15-Third to the 56-Rutland line that provides direct service to Executive Park.

Other regional transit providers, such as AC Transit, Golden Gate Transit, and ferries, can be accessed via transfers to the MUNI 15-Third in downtown San Francisco.

PARKING

At Executive Park, employee and visitor parking is currently provided within three paved lots and one unpaved lot. A total of 797 parking spaces are available within the existing parking lots, of which about 80 percent are occupied on a typical workday. On-street parking is not permitted within Executive Park (along Executive Park Boulevard and Thomas Mellon Drive).

The adjacent Little Hollywood residential neighborhood is a five- to ten-minute walk from Executive Park. Currently, there are about 1,100 unrestricted (except for street cleaning) on-street spaces in the Little Hollywood area (generally bounded by Bayshore Boulevard, U.S.

101 and the San Francisco/San Mateo county line). Typically, more than half of the spaces are available during a weekday.

During events at 3Com Park, the paved parking area serving the existing office buildings within Executive Park, and the paved and unpaved areas north of Executive Park Boulevard North are occasionally used as satellite parking facilities. In total, about 1,950 vehicles can be accommodated within the existing Executive Park site. An additional 270 vehicles can be accommodated in the unpaved area located between Harney Way, Alana Way and U.S. 101.

PEDESTRIANS AND BICYCLES

On typical weekdays, pedestrian and bicycle activity in the immediate vicinity of the project site is light throughout the day. Pedestrian activity is generally limited to trips to and from the Caltrain station and Bayshore Boulevard, and to and from 3Com Park and Candlestick Point. Sidewalks are provided within the Executive Park site and on Executive Park Boulevard (West, North and East) and on Harney Way fronting the site.

There are a number of bicycle routes in the vicinity of Executive Park. Route #5 runs along Bayshore Boulevard and Third Street and serves as the primary north-south route in the southeastern part of San Francisco. Direct access to Executive Park is provided by a combination of two routes: #905 on Tunnel Avenue; and #805 on Beatty Avenue, Alana Way, Harney Way, Hunters Point Expressway, Gilman Avenue, Fitch Street and Carroll Avenue. These bicycle routes are classified as Class III, which means they contain route signs only, with no separate bicycle paths or lanes. Harney Way, Jamestown Avenue Extension, and Hunters Point Expressway were recently restriped to provide wider curb lanes for bicycles.

A portion of the regional Bay Trail runs in the vicinity of Executive Park. The Bay Trail is intended to provide continuous access to the San Francisco Bay's water edge, and in San

Francisco is a continuation of the pedestrian promenade that was created along The Embarcadero in the Northeastern Waterfront. Within the Candlestick Point State Recreation Area, an improved trail exists in the southern section across from the Executive Park site (the "Snake"), but the northern section east of Candlestick Point stadium is unimproved. The trail starts northeast of the U.S. 101 northbound on- and off-ramps on the south side of Harney Way. Parking is available off of Harney Way, west of Jamestown Avenue (approximately 30 parking spaces are currently provided), and parking, restrooms, and boat ramp facilities are provided off of Hunters Point Expressway near Gilman Avenue. The South Bayshore Area Plan of the San Francisco *General Plan* identifies proposed routing for the Bay Trail along the shoreline through the Hunters Point Naval Shipyard. This trail connection would be implemented in conjunction with the San Francisco Redevelopment Agency plans for the redevelopment of the Shipyard. The Bay Trail is also planned to be extended south to Sierra Point on the west side of U.S. 101.

Pedestrian volumes in the vicinity of the site increase substantially during events at 3Com Park. Pedestrian conditions are most congested immediately following a game, when a large percentage of patrons leave the park at once. The primary pedestrian flows are towards the off-site parking areas to the east, with substantial numbers of pedestrians also walking west to parking lots along Harney Way, within Executive Park, and to on-street parking in the Little Hollywood/Tunnel Avenue area.

IMPACTS

SIGNIFICANCE CRITERIA

Freeways and Ramps

San Francisco has not formally adopted a significance criteria for potential traffic impacts along freeways and on- and off-ramps. However, the Proposed Project would be considered

to have a significant effect on the environment if it would cause freeway and ramps to deteriorate to unacceptable levels (i.e., deteriorate from LOS D or better to LOS E or F). The project would also have a significant effect on the environment if, when considering the Proposed Project together with other closely related past, current and reasonably foreseeable probable future development in the area, it would contribute substantially to cumulative traffic increases along freeways, or along ramps that would otherwise operate at acceptable levels, causing degradation to unacceptable levels. Finally, a project would have a significant effect if it would contribute substantially to ramp congestion already at unacceptable levels, such that the period of peak congestion would be substantially lengthened.

Local Intersections

As defined by the City and County of San Francisco, the operational impact on local intersections is considered significant when the project-related traffic causes the level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. In addition, significant impacts would also occur if the traffic would interfere with existing transportation systems causing substantial alteration to circulation patterns or causing major traffic hazards or would contribute substantially to cumulative traffic increases at intersections that would otherwise operate at acceptable levels, causing degradation to unacceptable levels.

Transit

The City and County of San Francisco has no formally adopted significance criteria for potential impacts related to transit. In San Francisco, a project is typically considered to have a significant effect on the environment if it would cause a substantial increase in transit demand that cannot be accommodated by existing or proposed transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in operating costs such that significant adverse impacts in transit service levels could result. The project would also

have a significant effect on the environment if, when considering cumulative development in the area, it would contribute substantially to the deterioration of transit service to unacceptable levels.

Parking

The San Francisco *General Plan* policies emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use. Therefore, the creation of parking demand that cannot be met by existing or proposed parking facilities would not itself be considered a significant effect. However, the City would generally consider whether the unmet parking demand would result in other significant physical effects, such as a substantial alteration of neighborhood character or creation of hazardous conditions caused by illegally parked automobiles.

Pedestrians/Bicycles

The City and County of San Francisco has no adopted significance criteria for impacts related to pedestrian access and safety. For the purposes of this analysis, the project would be considered to have a significant effect on the environment if it were to result in substantial overcrowding on public sidewalks, create particularly hazardous conditions for pedestrians, or otherwise substantially interfere with pedestrian accessibility to the site and to adjoining areas.

The City and County of San Francisco has no adopted significance criteria for impacts related to bicyclist access and safety. For the purposes of this analysis, the project would be considered to have a significant effect on the environment if it would create particularly hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and to adjoining areas.

Construction

The City and County of San Francisco has no adopted significance criteria for transportation impacts during construction-period activities. Generally, construction-period transportation impacts would not be considered significant because they would be temporary. The Proposed Project would be considered to have significant transportation impacts during the construction period if it were to create substantial traffic hazards; create traffic congestion that would substantially contribute to a significant deterioration in air quality; or substantially interfere with transit, pedestrian or bicycle access to the site and to adjoining areas.

ANALYSIS METHODOLOGY

Scope of Analysis

The traffic conditions were evaluated for the weekday PM peak hour only, as levels of congestion are typically greater during the PM peak hour than the AM peak hour. A comparison of the AM and PM peak hour LOS operating conditions at nearby intersections along Third Street and Bayshore Boulevard indicate that the PM peak hour LOS operating conditions are the same or somewhat worse than the AM peak hour conditions.⁷ Weekend conditions were not analyzed, because except for days when events occur at 3Com Park Stadium, traffic is substantially less on weekends. Game day conditions are discussed qualitatively.

As one of the mitigation measures in the 1985 EIR, Executive Park was required to construct an extension of Executive Park Boulevard West from Alana Way to Harney Way (previously identified as Measures 1 and 2 in the 1985 Conditions of Approval). This design (herein referred to as the "Original Executive Park West Extension"), would extend Executive Park West directly to the south, resulting in a new intersection of Harney/Executive Park West and

the reconfiguration of the intersection of Alana/Executive Park West from three approaches to four approaches. The intersection of Harney/Alana/Thomas Mellon would remain unchanged. The intent of this roadway extension was to provide a way for employees and residents to access/exit Executive Park before and after events at Candlestick Park (now named 3Com Park).

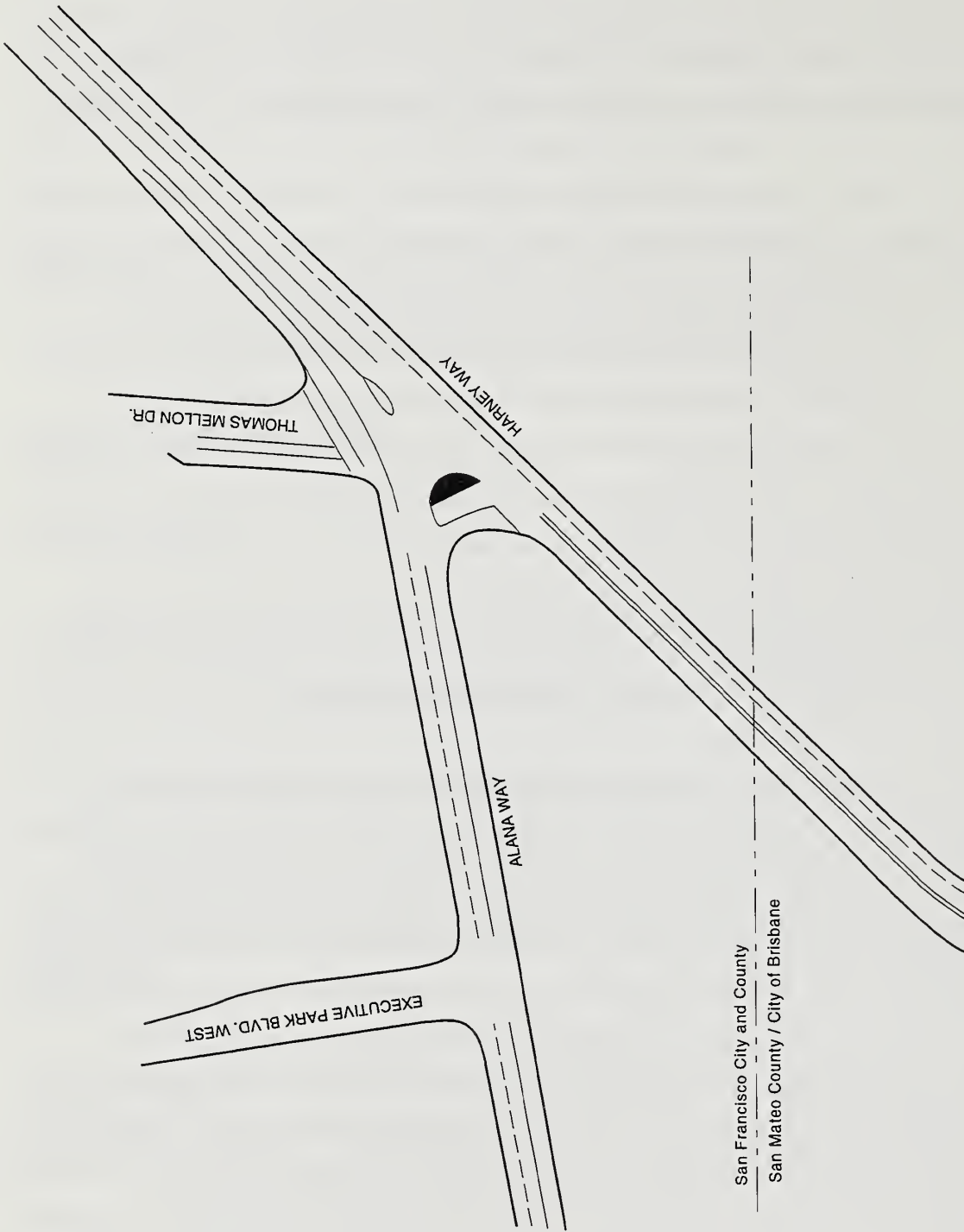
In lieu of the Executive Park West extension as proposed in the 1985 EIR, the Project Sponsor developed an alternate design, herein referred to as the "Revised Executive Park West Extension." This configuration would instead extend Executive Park West to the southeast and remove the segment of Alana Way between Executive Park West and Harney Way. A new intersection of Harney/Executive Park West would be created, which would be signalized by the Project Sponsor. The intersection of Harney/Thomas Mellon would be reconfigured to remove the Alana Way approach, whereas the intersection of Alana/Executive Park West would not be changed. This configuration is currently under consideration by the Project Sponsor, but has not been approved by City agencies, including the Department of Parking and Traffic, Department of Public Works, or the Planning Department.

All three roadway configurations (Existing Configuration, Original Executive Park West Extension and Revised Executive Park West Extension) were analyzed for this study for comparison and for consideration by decision makers. They are illustrated in Figures 9, 10 and 11, respectively. The Project Sponsor has indicated a preference for retaining the existing Executive Park Boulevard West configuration, at least until decisions regarding a possible new interchange at U.S. 101 are made. This approach would require modification of the provisions of the Conditional Use authorization and would continue existing game-day access difficulties that now occur for the Little Hollywood neighborhood as well as for employees and residents of Executive Park, as described in Setting under "Game Day Conditions."



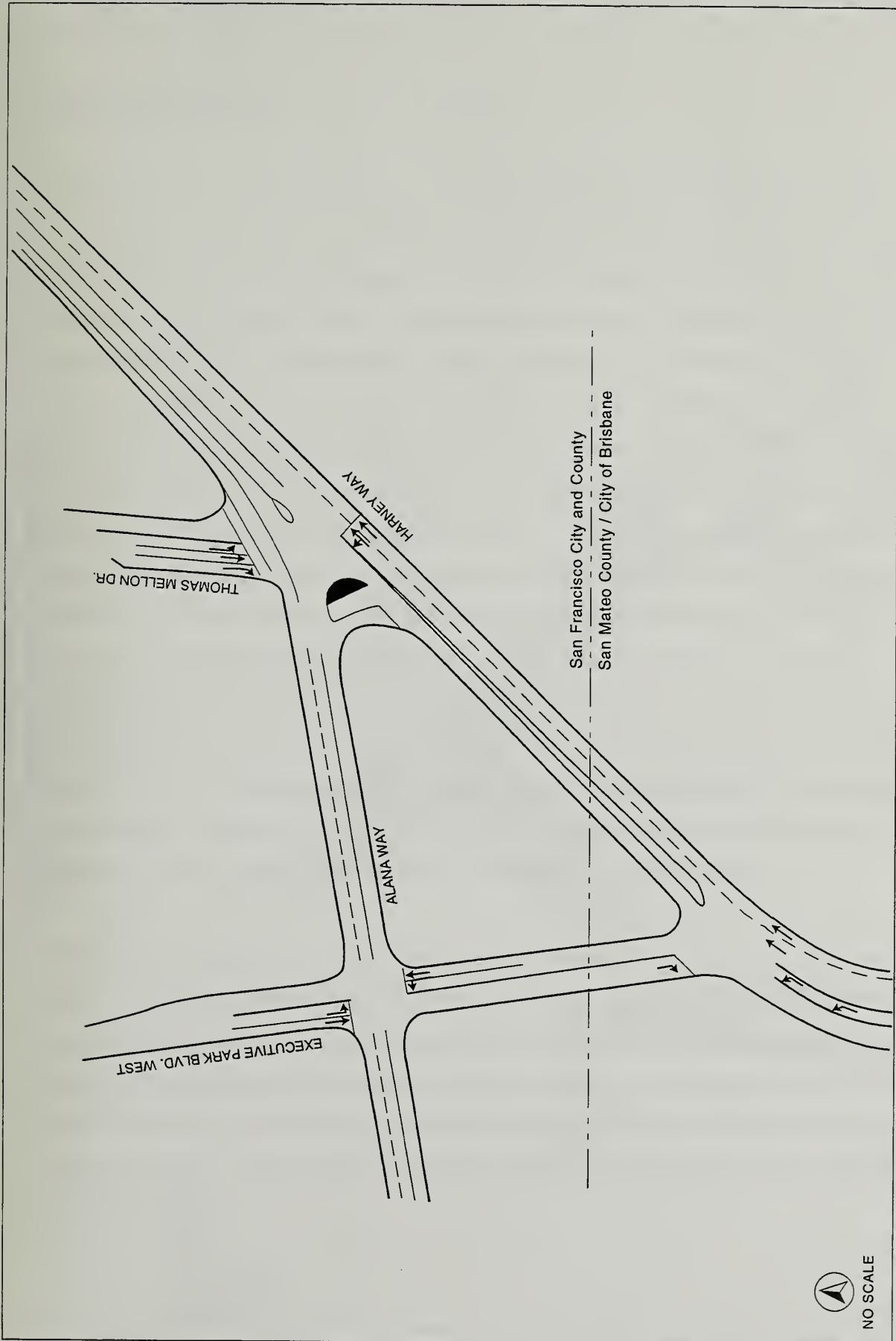
NO SCALE

SOURCE: Wilbur Smith Associates



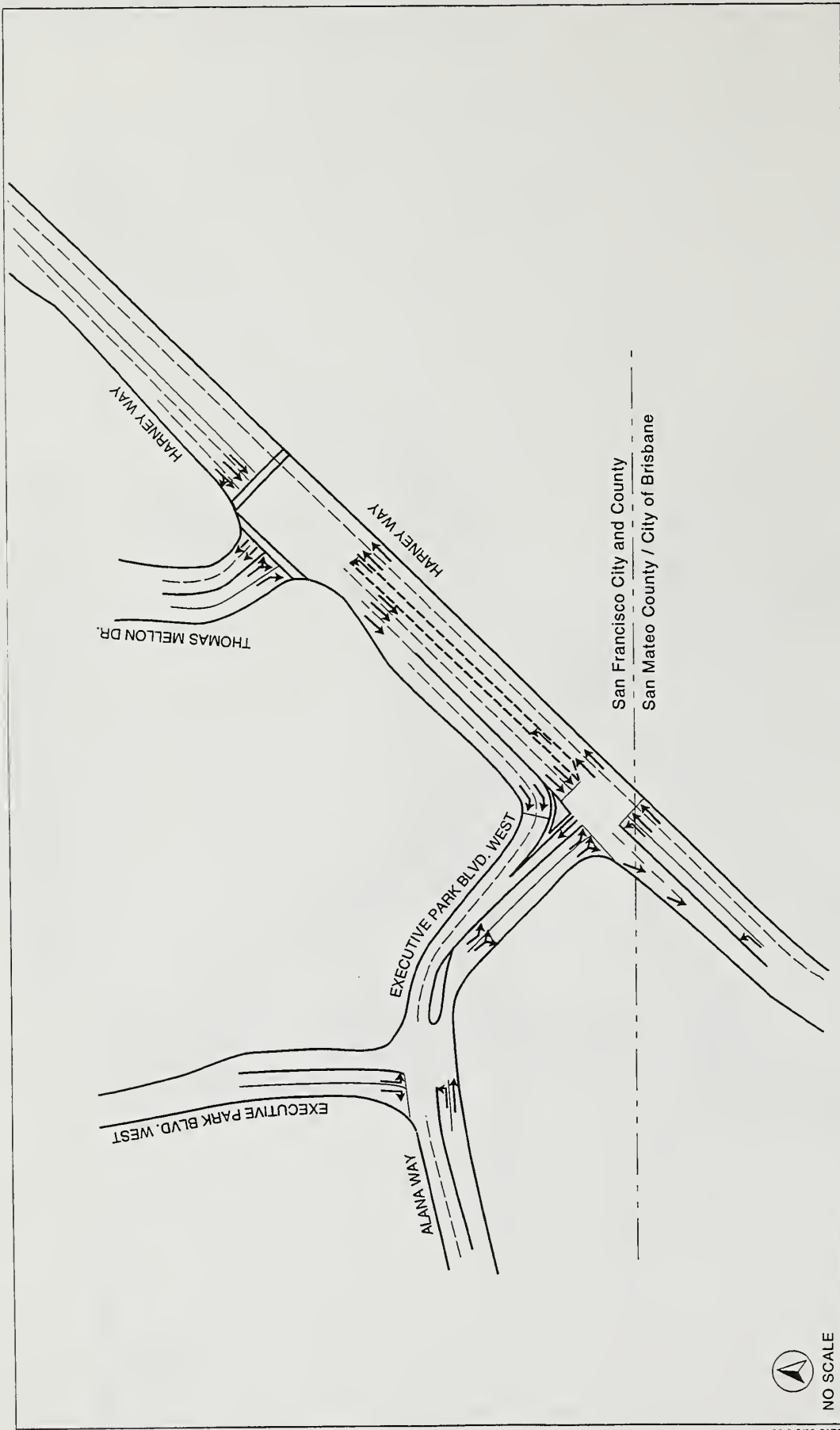
EXECUTIVE PARK SUPPLEMENTAL EIR

**FIGURE 9: EXISTING EXECUTIVE PARK WEST/ALANA/HARNEY WAY
ROADWAY CONFIGURATION**



EXECUTIVE PARK SUPPLEMENTAL EIR
**FIGURE 10: ORIGINAL EXECUTIVE PARK WEST
 EXTENSION CONFIGURATION**

SOURCE: Wilbur Smith Associates



10215-00/6-3-99

NO SCALE

SOURCE: Wilbur Smith Associates

EXECUTIVE PARK SUPPLEMENTAL EIR

**FIGURE 11: REVISED EXECUTIVE PARK WEST
EXTENSION CONFIGURATION**

Project Travel Demand

In order to estimate the number of new person-trips that would be generated by the proposed project, trip generation rates were applied to each land use quantity and calculated on a weekday daily and PM peak hour basis. After determining the number of person-trips generated by the proposed project, the trips were distributed to eight geographical origin/destination areas (called Superdistricts), including four San Francisco areas, three other regions in the Bay Area, and one area to include all locations outside of the Bay Area. The mode split analysis then determined the portion of these trips made via automobile, transit or any other mode of transportation, based upon the origin/destination of the trips, the purpose of the trips, and the availability of the various modes. The person-trip generation was based on typical rates compiled by the City and County of San Francisco Planning Department, as published in the *SF Guidelines*. Mode split and average vehicle occupancy (AVO) information was based on supplemental information to the *CTBS* forwork trips and visitor trips to Superdistrict 3,⁸ and the 1990 U.S. Census Journey-to-Work data. The mode split data was modified for this analysis in order to account for the location of the project site, remote from transit service. The mode split analysis assumes that the existing Executive Park shuttle service would be adjusted, as appropriate, to accommodate future shuttle/transit demand. In addition, the mode split analysis assumes an unconstrained parking supply.

Table 3 presents the new person-trips generated by the proposed project by each land use and mode. In total, the proposed project would generate approximately 38,100 person-trips on a weekday daily basis (inbound and outbound), and about 3,500 person-trips during the weekday PM peak hour (inbound and outbound). The office land uses would generate more than half of the total PM peak hour person-trips. About 2,050 PM peak hour vehicle-trips would be generated by the proposed project, of which 1,650 would be outbound and 390 would be inbound to the site.

TABLE 3
DAILY AND PM PEAK HOUR PERSON-TRIPS BY LAND USE AND MODE

Land Use	Daily Person-Trips	Auto PM Peak Hour Person-Trips ¹	Transit/Shuttle PM Peak Hour Person-Trips ²	Other/Internal PM Peak Hour Person-Trips ³	Total	PM Peak Hour Vehicle Trips
Residential	2,630	369	41	45	455	302
Office	23,965	1,800	134	104	2,038	1,344
Retail	1,296	51	4	27	82	34
Restaurant	3,000	216	3	186	405	116
Health Club	1,425	80	1	69	150	71
Child Care	670	34	3	83	120	20
Hotel	5,110	210	25	46	281	153
Total	38,096	2,760	211	560	3,531	2,040

Notes:

1. Auto person-trips refer to person-trips either as a driver or passenger in a private vehicle. To determine the number of vehicle-trips generated by the number of auto person trips, the average vehicle occupancy rate for each land use was used, as appropriate.
2. Transit/shuttle trips include those person-trips directly on the MUNI 56-Rutland bus line that travels within Executive Park, plus those that would walk or take the Executive Park shuttle service to access Caltrain, SamTrans and BART, as well as the possible additional shuttle service to downtown San Francisco.
3. Other/Internal trips include trips by walk, bicycle and motorcycle modes, as well as trips that would remain internal to the Executive Park site (e.g., between the office and the health club).

Source: Wilbur Smith Associates, June 1999

The geographic distribution of employee and visitor trips to and from Executive Park was based on the *Supplemental Tables to the CTBS*, adjusted to reflect the fact that the project site is in a suburban location, near the edge of San Francisco and adjacent to the San Mateo County line. In general, slightly more than half of the trips would take place within San Francisco, with the majority to and from Superdistrict 3, which includes the Little Hollywood, Bayview Hunters Point, and Mission Bay neighborhoods. The South Bay represents the second largest origin/destination (about 25 to 30 percent), and trips to/from the East Bay and

North Bay represent about 15 percent of the total number of project-related trips. About 5 percent of the trips would be from other destinations, including trips already on the regional freeways that would stop by the restaurant, retail, health club or child care center. These trip distributions were used as the basis for assigning project-generated trips to the local streets and regional freeways in the study area, plus the local and regional transit providers.

Parking demand for the commercial portion of the proposed project was estimated based on the estimated number of auto trips, vehicle occupancy rates, number of employees for each land use, and parking turnover rates. Both long-term demand (typically employee parking) and short-term demand (visitors and patrons) were estimated. Long-term parking was estimated by determining the number of employees for each land use and applying the average mode split and vehicle occupancy from the trip generation estimation. The parking demand for the hotel was estimated as long-term only, with a rate of 1.0 spaces per room, which accounts for both employees and guests. Short-term parking was estimated based on the total daily visitor trips and an average turnover rate of 6.5 vehicles per space per day. In total, the proposed project would have a parking demand for about 4,350 spaces. A majority of the demand (approximately 90 percent) would be long-term (employee) parking. Residential parking demand was estimated to be 1.5 spaces per unit.

Freight delivery and service vehicle demand generated by the proposed project was estimated based on the methodology and truck trip generation rates provided in the *SF Guidelines*. In total, the proposed project would have a demand for about 373 daily delivery trips, about 8 of which would be for the new residential units. The commercial uses would require 21 loading spaces during the peak loading hour and 17 spaces during an average hour. The peak hour for loading activities tends to occur sometime between 10:00 AM and 1:00 PM. Most of the daily delivery and service vehicle demand in the commercial buildings (about 75 percent) would be generated by the office uses.

Baseline Conditions

The impact analysis establishes “Baseline” conditions that include the Existing conditions plus the 287 residential units that are currently under construction at Executive Park and will be completed in 1999. The Baseline conditions also assume the operation of MUNI’s Third Street light rail line, which will require the removal of one travel lane in each direction of Bayshore Boulevard and Third Street. In addition, the analysis assumes that the study intersection of Bayshore/Blanken/Arleta/San Bruno will be split into two “T” intersections, in order to accommodate a new light rail platform.

The number of vehicle and transit trips that will be generated by the residential units was estimated based on the methodology and assumptions presented in the *San Francisco Guidelines for Environmental Review: Transportation Impacts (SF Guidelines)* and the *Citywide Travel Behavior Survey (CTBS)*. The mode choice and the average vehicle occupancy rates were based on information obtained from the 1990 U.S. Census Journey-to-Work data for the census tract that includes the Executive Park site, adjusted to reflect the lower level of transit service available at Executive Park, relative to the majority of the census tracts in the southeast part of the City.

The 287 residential units will generate about 2,870 daily person-trips and about 500 PM peak hour person-trips (inbound and outbound). During the weekday PM peak hour, there will be about 365 vehicle-trips, of which 245 will be inbound to the site and 120 outbound from the site. Of the 50 PM peak hour transit/shuttle trips that will be generated by the residential units, approximately 30 will be inbound to the site and 20 outbound from the site. These trips include those directly on the MUNI 56-Rutland bus line, plus those who will walk or take the Executive Park shuttle to MUNI, Caltrain, SamTrans and BART.

The weekday PM peak hour vehicle-trips generated by the 287 residential units were assigned to the local roadways in the study area and the regional highway network, based on information obtained from the *CTBS* and the U.S. Census data. In general, the addition of these vehicle-trips will have minimal effect on the operating conditions of the freeway and ramp study locations. Under both Existing and Baseline conditions, all study locations would operate at acceptable levels of service. With all three roadway configurations, the addition of the traffic generated by the residential units will result in little or no change in average vehicle delay at most of the study intersections. The operating conditions at all approaches to unsignalized intersections would continue to be LOS C or better, and all signalized intersections would operate at LOS B. The Baseline levels of service are presented in Table 4 and are shown on Figure 12, on p. 55.

BASELINE PLUS PROJECT CONDITIONS

Traffic Impacts

Freeways and Ramps

Under the Baseline plus Project conditions, U.S. 101 northbound, just south of I-280, would operate at LOS D, as shown in Table 4. However, U.S. 101 southbound, just north of I-380, would change from LOS D (under the Baseline conditions) to LOS E, resulting in a significant impact. With this level of service, the freeway segment would be extremely unstable, with severely limited maneuverability and low travel speeds. Both study on-ramp locations would continue to operate at LOS C, as under the Baseline conditions.

TABLE 4
FREEWAY MAINLINE AND RAMP LEVELS OF SERVICE
Weekday PM Peak Hour

	Baseline	Baseline + Project	2015
Freeway Segments¹			
U.S. 101 Northbound, south of I-280	0.65/C	0.72/D	1.01/F
U.S. 101 Southbound, north of I-380	0.84/D	0.86/E	1.02/F
On-Ramps²			
U.S. 101 Northbound from Harney Way	22/C	22/C	*/F ³
U.S. 101 Southbound from Alana/Beatty	21/C	21/C	*/F ³

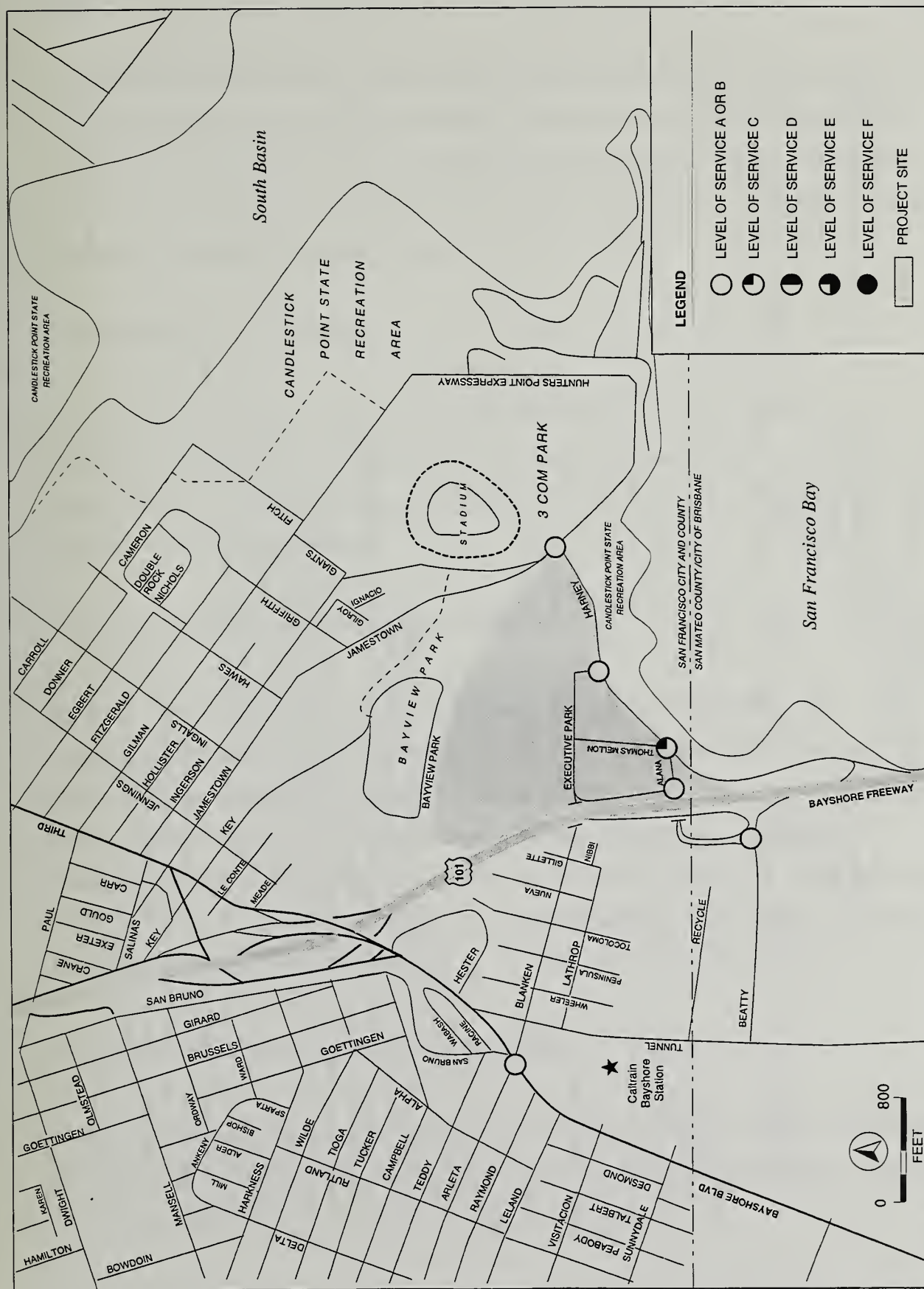
Notes:

1. Volume to capacity ratio/Level of Service. Freeway mainline operating conditions are defined by the volume to capacity ratio (v/c), based on the *1985 Highway Capacity Manual, 1994 Update*, methodology. V/c ratios between 0.00 and 0.283 represent LOS A conditions; 0.284 to 0.452 represent LOS B; 0.453 to 0.673 represent LOS C; 0.674 to 0.849 represent LOS D; 0.85 to 0.99 represent LOS E; and v/c ratios greater than 1.00 represent LOS F conditions.
2. Density/Level of Service. Ramp-freeway junction operating conditions are defined by the vehicle density (in passenger cars per hour per lane or pcphpl), based on the *1985 Highway Capacity Manual, 1994 Update*, methodology. The average maximum density for LOS A is less than 10 pcphpl, LOS B is between 11 and 20 pcphpl, LOS C is between 21 and 28 pcphpl, LOS D is between 29 and 35 pcphpl, and LOS E/F is greater than 35 pcphpl. * denotes breakdown in ramp/freeway merge operations. Extremely high vehicle density cannot be accurately counted.
3. Denotes breakdown in ramp/freeway merge operations. Extremely high vehicle density conditions cannot be accurately counted.

Source: Wilbur Smith Associates, June 1999

Intersections

Table 5 presents the results of the intersection operations analysis for the weekday PM peak hour for the Existing configuration, the Original Executive Park West Extension, and the Revised Executive Park West Extension roadway configurations, for informational purposes. The Project Sponsor proposes to retain the existing configuration.



SOURCE: Wilbur Smith Associates

EXECUTIVE PARK SUPPLEMENTAL EIR

FIGURE 12: INTERSECTION LEVELS OF SERVICE BASELINE

TABLE 5
INTERSECTION LEVELS OF SERVICE
Weekday PM Peak Hour

Intersection	Existing Configuration						Original Executive Park West Extension						Revised Executive Park West Extension					
	Baseline			Baseline + Project			2015			Baseline + Project			2015			Baseline + Project		
	Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS	
Harney/Jamestown	3.0	A		3.1	A		14.6	B ⁵		3.0	A		14.6	B ⁵		3.1	A	
Harney/Executive Park East	3.5	A		5.7	B		24.1	C ⁶		3.5	A		24.1	C ⁶		5.7	B	
Harney/Alana/Thomas Mellon ¹	10.6	C		31.4	D ⁴		*	F ⁷		8.2	B		*	F ⁷		12.7	C	
Alana/Executive Park West	4.2	A		10.5	C		*	F ⁸		7.1	B		*	F ¹¹		10.7	C	
Alana/Beatty	4.0	A		11.5	C		*	F ⁹		4.0	A		*	F ⁹		11.5	C	
Bayshore/Blanken/Arieta/ San Bruno ²	13.0	B		16.6	C		*	F		13.0	B		*	F		16.6	C	
Harney/Executive Park West ³	n/a			n/a			n/a			3.1	A		*	F ¹²		8.1	B	

Notes:

Delay presented in seconds per vehicle

n/a = Intersection not analyzed

* = Delay greater than 60 seconds per vehicle

Original EPW Extension = Original Executive Park West Extension roadway configuration

Revised EPW Extension = Revised Executive Park West Extension roadway configuration

1. Alana Way approach to intersection would be removed with Revised Executive Park West Extension configuration.

2. Intersection would be realigned under Baseline conditions.

3. New intersection created with the Original and Revised Executive Park West Extension configuration.

4. Intersection would be signalized by the Project Sponsor (Measure 8 in the 1985 Conditions of Approval).

5. Intersection would be widened and signalized in conjunction with the proposed Candlestick Point project.

6. Eastbound left-turn pocket would be added by the proposed Candlestick Point project. Intersection would be signalized by the Project Sponsor (Measure 6).

7. Eastbound and westbound lanes would be added by the Project Sponsor (Measures 9 and 11).

8. Intersection would be signalized and two eastbound lanes would be added by the Project Sponsor (Measures 4, 10 and 12).

9. Intersection would be signalized.

10. Intersection would be signalized by the Project Sponsor (Measure 4).

11. Two eastbound lanes would be added by the Project Sponsor (Measures 10 and 12).

12. Intersection would be signalized by the Project Sponsor (Measure 7).

13. Intersection would be signalized by the Project Sponsor (variation of Measure 8).

Source: Wilbur Smith Associates, June 1999

The analysis assumes that local roadway improvements identified in the 1985 Conditions of Approval would be implemented by the Project Sponsor during or after development of the proposed project, if warranted by unacceptable operating conditions. These improvements include signalizing intersections, minor street widening, and restriping. Year 2015 cumulative conditions are discussed beginning on page 70.

Existing Roadway Configuration

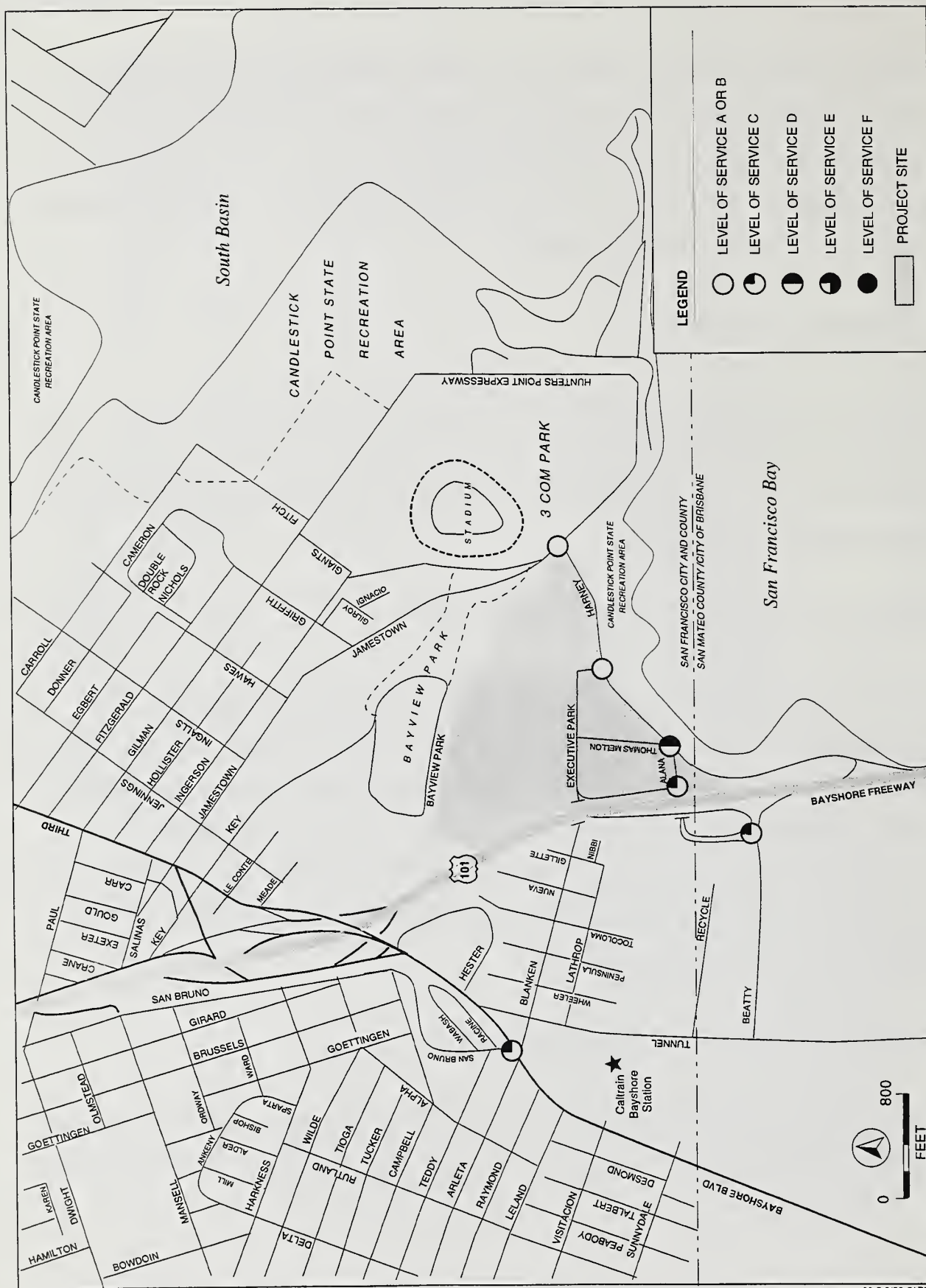
All six study intersections would operate at acceptable levels of service (see Figure 13). The intersection of Harney/Alana/Thomas Mellon would be signalized by the Project Sponsor and operate at LOS D. No other unsignalized intersections would need to be signalized under the Baseline plus Project conditions.

Original Executive Park West Extension Configuration

Executive Park Boulevard West would be extended directly to the south and a new unsignalized intersection of Harney/Executive Park West would be created. With this configuration, the seven study intersections would operate at LOS C or better, with minimal delays at most approaches. The intersections of Harney/Alana/Thomas Mellon and Alana/Executive Park West would be signalized by the Project Sponsor and would operate at LOS C and B, respectively. No other unsignalized intersections would need to be signalized under the Baseline plus Project conditions.

Revised Executive Park West Extension Configuration

A new signalized intersection of Harney/Executive Park West would be created, and the Alana Way approach would be removed from the intersection of Harney/Thomas Mellon. With this



EXECUTIVE PARK SUPPLEMENTAL EIR

FIGURE 13: INTERSECTION LEVELS OF SERVICE BASELINE PLUS PROJECT

configuration, the seven study intersections would operate at acceptable conditions (LOS C or better), with minimal delays at most approaches. No unsignalized intersections would need to be signaled under the Baseline plus Project conditions with this configuration.

Game-Day Operations

Events at 3Com Park, including football games and possible other events, substantially affect the operations of the roadways in the vicinity of the stadium, as described on pp. 34-36, above, in the Transportation Setting section. With the existing office land uses at Executive Park, there are few conflicts between stadium traffic and vehicles destined to and from Executive Park. However, with the proposed project, there would be an increased demand for access to and from Executive Park during both weekdays and weekends. Although the office, retail, restaurant, day care and health club land uses are anticipated to generate substantially fewer trips on weekends (when most football games and other events take place) compared to the number of trips generated on weekdays, the hotel and residential units would continue to generate a similar number of trips on weekends as on weekdays. Football games are scheduled about 11 weekends a year; the numbers and sizes of other events are not known, but many are expected to have relatively small attendance that would not create major traffic congestion. Therefore, the effects of events on residents and others traveling to and from Executive Park would not be considered to be a significant impact, but would be inconvenient.

To reduce the effects of the game-day impacts on Executive Park residents and employees, the Project Sponsor would implement an education/disclosure program. This program would have two purposes. First, the program would inform Executive Park residents and employees of the schedule of events at 3Com Park. Second, the program would recommend alternate access routes to and from U.S. 101 and the local roadway network on event days, to avoid the major pre- and post-game congestion on Harney Way. For example, northbound traffic on U.S. 101 would be directed to use the off-ramp at Sierra Point, travel north on Bayshore Boulevard and

Tunnel Avenue, and enter the site via Blanken Avenue because the northbound off-ramp at Harney Way is closed after events at the stadium and Harney Way is temporarily one-way westbound. Southbound traffic on U.S. 101 would be encouraged to use the Third/Bayshore off-ramp, travel south on Bayshore Boulevard, and enter the site via Blanken Avenue because Alana Way and Harney Way are closed to in-bound traffic following events at the stadium. Traffic leaving the Executive Park site before 3Com Park events would be directed to use Blanken Avenue to Tunnel Road and travel north or south to freeway ramps because Harney Way is converted to one-way eastbound and provides no access to the freeway from the project site.

Although this education/disclosure program would be beneficial for the residents of Executive Park, it would have little benefit for hotel guests (and for patrons of the health club facilities, retail uses, or restaurants who were not regular patrons of these facilities). Since these people may not be familiar with the local roadway network and may not be fully aware of traffic conditions on game-days, they would likely continue to be impacted by the event conditions. In addition, the education/disclosure program would not eliminate the existing impact on access difficulties for residents of Little Hollywood. By directing all Executive Park traffic to Blanken Avenue, which is primarily residential in nature, there would be a substantial increase in vehicular traffic on this street. This increase would not occur on a regular basis and thus would not be considered a significant impact. However, the additional traffic on the primarily residential streets would be an inconvenience for some residents in the neighborhood.

The impacts to the proposed project under game-day conditions were assessed for the three roadway configurations. In order for the Original and Revised Executive Park Boulevard West Extension configurations to operate, the northbound off-ramp to Harney Way would need to remain open after games, and the right-turn (onto Alana Way) restriction would need to be removed from the southbound off-ramp to Alana/Beatty. The Project Sponsor would need to consult with Caltrans and the San Francisco Department of Parking and Traffic (DPT)

to determine the feasibility of these changes. With the re-opening of the off-ramps, there would be the potential for substantial turning movement conflicts between Executive Park traffic and stadium traffic. To provide assistance in ensuring continual access to and from Executive Park, the number of control officers would need to increase. The Project Sponsor, DPT, the Planning Department and the 49ers would need to work together to determine the staffing levels required to ensure smooth operations on game-days.

Existing Roadway Configuration

No changes to the pre- and post-game roadway configuration have been identified by the Project Sponsor. However, additional control officers would be needed at the intersections of Alana/Executive Park West, Harney/Alana/Thomas Mellon and Harney/Executive Park East to assist Executive Park-related traffic. With additional control officers and the proposed education program, new residents and users of the project site would have access, but would continue to be inconvenienced on days with major events at 3Com Park.

Original Executive Park West Extension Configuration

Executive Park Boulevard West would be extended directly south from Alana Way and Harney Way with this configuration. The roadway extension would be useful for both Executive Park employees, residents, and hotel patrons, as well as people destined to and from Little Hollywood and Bayshore Boulevard. Additional control officers would need to be stationed at the intersections of Harney/Executive Park West and Alana/Executive Park West to allow for vehicles to turn left or right onto the roadway extension. The Harney Way off-ramp from northbound U.S. 101 would need to remain open after events at 3Com Park for this roadway configuration to be useful to Executive Park residents and employees.

Revised Executive Park West Extension Configuration

Preliminary pre- and post-game lane configurations and ramp closures have been developed by the Project Sponsor for this configuration. In general, they would be similar to those currently in effect; however, since Executive Park Boulevard West would be reconfigured into a "T" intersection with Harney Way, the merging and diverging of the traffic streams to and from U.S. 101 northbound and southbound would not be as direct as with the Existing roadway configuration. The Harney Way off-ramp from U.S. 101 northbound is assumed to remain open after events at 3Com Park, unlike existing conditions. Based on the preliminary pre- and post-game access plans, a number of issues have been raised regarding access to and from 3ComPark. For example, the overhead lane control system would need to be expanded (resulting in costs, operations and safety issues), an extensive system of traffic cones would be needed (resulting in logistical and driver safety issues), and the number of lanes to U.S. 101 southbound would be reduced (resulting in an increase in congestion and safety issues).

Transit Impacts

The proposed project would generate an additional 215 transit trips during the PM peak hour that would use both local and regional transit providers, including MUNI, BART, Caltrain and SamTrans. While some of these transit trips would be accommodated on the MUNI 56-Rutland line that currently travels into Executive Park, the majority of the trips would access the regional transit providers using the Executive Park shuttle or walking. Following completion of the proposed project, shuttle service would be provided every 6 to 7 minutes during the PM peak period. The shuttle service would therefore provide more frequent and more direct service (i.e., no transfer required) to the local and regional transit services than the MUNI 56-Rutland. In addition to the increase during the PM peak hour, shuttle service would also be expanded during the AM peak hour and during the off-peak hours.

The proposed project would generate a total of 215 PM peak hour transit/shuttle trips, of which about 165 would be outbound and 50 would be inbound. About 70 percent of these passengers would travel to the north and 30 percent to the south. The addition of the 170 weekday PM peak hour transit passengers would not substantially increase occupancy on the local and regional transit providers. The 215 transit trips would generally be distributed among service providers as follows: 150 trips on BART, 45 trips on Caltrain, 15 trips on MUNI and 5 trips on SamTrans. BART, MUNI, Caltrain and SamTrans currently have capacity to accommodate the additional demand.

With the Revised Executive Park West Extension configuration, changes would be required to the MUNI 56-Rutland route. For example, the existing bus stop located at the northeast corner of the intersection of Alana/Executive Park West would be eliminated. Furthermore, there may be minor increases in run time, as the revised Executive Park West would be a slightly less direct route than via the existing Alana Way. The Project Sponsor would work with MUNI staff to relocate this bus stop on Executive Park West, if this roadway configuration were to be selected.

Parking Impacts

Project Parking

The traffic impacts analysis assumes that parking would be unconstrained and therefore would not limit the number of vehicle trips to/from the project site; the parking analysis, however, assumes that limited numbers of parking spaces would be provided, as required in the Executive Park Conditional Use authorization. These assumptions provide a conservative result for both traffic and parking impacts in that traffic impacts and parking demand are not limited by the restrictions on the amount of parking permitted by the Conditional Use.

The vehicular parking demand associated with the proposed project would be 4,350 spaces, for a total parking demand for the non-residential component of Executive Park of 5,105 spaces (755 spaces associated with existing uses, plus 4,350 associated with the proposed project). The residential parking demand is excluded, as it would be accommodated within a separate parking supply that will be available only to residents and their visitors. The proposed project would add 2,438 parking spaces, for a total parking supply of 3,235 spaces for the non-residential component of Executive Park (797 existing spaces, plus 2,438 additional spaces with proposed project).

Comparison of the total parking demand of 5,105 spaces to the total proposed supply of 3,235 spaces, indicates a parking shortfall of 1,870 spaces. The parking supply at Executive Park was limited to 3,235 spaces for the commercial uses as a condition of the approvals currently in place for the Executive Park Development Plan as a mitigation measure for previously identified traffic impacts.

Drivers facing constrained parking conditions could potentially park illegally on-site, occupy designated visitor or handicapped parking spaces on-site, seek alternative parking facilities such as within Little Hollywood (since on-street parking is currently unrestricted), or switch to alternative transportation modes such as carpools, public transit, taxis or bicycles. A substantial parking spillover into the Little Hollywood neighborhood would likely occur, affecting the residential character of this neighborhood, as well as inconveniencing residents. As such, the impact of the parking shortfall on the character of the Little Hollywood neighborhood is considered a significant impact.

Parking Variant

As a variant to the proposed project, an additional 1,400 to 1,870 parking spaces would be provided at Executive Park. Under this variant, the total parking supply available for the non-

residential component of Executive Park would be between 4,635 and 5,105 spaces. The provision of additional parking spaces would reduce the shortfall to fewer than 470 spaces. The parking impact would be substantially lessened or eliminated, as there would be a reduction in the amount of illegal parking within the site, and fewer drivers seeking on-street parking in the Little Hollywood neighborhood. The traffic analysis was prepared without accounting for constraints on parking availability; therefore the variant would not cause greater traffic impacts than discussed above.

Game Day Parking

Currently, some parking is provided at Executive Park for events at 3Com Park. About 1,950 parking spaces can be provided within the existing on-site paved and unpaved areas on the site north of Harney Way, with an additional 270 spaces in the lot located between Alana Way, Harney Way and U.S. 101. Construction of the new buildings associated with the proposed project would remove some of this parking supply. If the additional parking provided at Executive Park in conjunction with the proposed project was not made available for events, vehicles currently parking at the Executive Park site may park in the surrounding neighborhoods, including Bayview Hunters Point and Little Hollywood, adding to the existing spillover parking in these neighborhoods during events. There are about 1,075 on-street parking spaces in the Little Hollywood neighborhood, west of U.S. 101 from the project site.⁹ On non-football game weekend days, about 35% of the on-street parking spaces are occupied. On football game days, on-street spaces in Little Hollywood are already 100% occupied. Thus, additional spillover parking by those who could no longer use the Executive Park site could increase competition for parking in this neighborhood on game days and could cause some destined for the stadium to park further away, either in Visitacion Valley or in the Bayview Hunters Point neighborhood. Although spillover parking would be an annoyance to the residents of Bayview Hunters Point and Little Hollywood, these disruptions would not occur on a regular basis and therefore would not be considered a significant impact.

Pedestrian/Bicycle Impacts

With development of the proposed project, the number of pedestrian trips would substantially increase within the Executive Park site. These new pedestrian trips would be accommodated on the existing sidewalks, as well as on sidewalks that would be constructed as part of the proposed project. The proposed project would also result in an increase in pedestrian trips outside the Executive Park site, and would include trips to and from the Caltrain station and Bayshore Boulevard and trips along the Bay Trail. Pedestrians destined to Caltrain, SamTrans, other MUNI bus lines, or to vehicles parked in Little Hollywood would be accommodated on the sidewalks within Executive Park and on Blanken Avenue. Currently, there are no sidewalks along Alana Way west of Executive Park Boulevard West and on portions of Blanken Avenue. Pedestrians would be required to walk within the travel lanes for a portion of their trip. The increase in both vehicles and pedestrians along Blanken Avenue and Alana Way would result in an increase in the potential for pedestrian/vehicle conflicts. Pedestrian trips on Harney Way would be accommodated within the existing sidewalks.

Although the Existing and the Original Executive Park West Extension roadway configurations would not include the provision of crosswalks across Harney Way to the Bay Trail, crosswalks would likely be added to the intersections upon signalization. The Revised Executive Park West Extension configuration would provide a crosswalk at the intersection of Harney/Thomas Mellon; however, the Harney Way approaches to the intersection would be uncontrolled.

Bicycle access to the area would not change substantially with the development of the Proposed project. Harney Way would remain as a Class III bicycle route with all three potential roadway configurations, and the wide right lanes for bicycles on Harney Way would be retained. With the currently low traffic levels, bicycle travel generally occurs without major impedances or safety problems. However, as the number of vehicles on Harney Way would increase with the Proposed project, the potential for conflicts between motorists and

bicycles would also increase, as there would be more competition for the travel lanes between bicycles, autos and trucks.

Loading Issues

Most delivery and service vehicles accessing the Proposed project would use U.S. 101, Third Street and/or Bayshore Boulevard. Direct access to the site would be via Alana and Harney Ways. Trucks weighing over 6,000 pounds are not permitted on Blanken Avenue.

The proposed project would generate about 365 daily service and freight delivery trips, with about 40 trips occurring during an average hour and 50 trips occurring during the peak hour of loading activity (generally between 10:00 AM and 1:00 PM). The majority (about 75 percent) of the service and freight delivery trips would occur by small trucks, vans, cars and pick-up trucks (e.g., U.S. postal service and UPS), with the remaining trips by larger delivery vehicles. This would create a demand for 17 loading spaces in an average hour.

Section 152 of the Planning Code would require provision of 12 off-street loading spaces for the proposed new office buildings, with 2 spaces required for OB4, and 3 for OB5, in Phase 1 of the project, and 7 spaces required for the two or three office buildings included in Phase 2 of the project. The existing buildings would be required to provide 2 loading spaces, for a total of 14 spaces for the entire Executive Park office development pursuant to the Planning Code. The Conditional Use authorization approved for the project required 17 spaces for full development, including the existing office buildings; this is 3 more than the Planning Code requirement. The two new residential buildings would each require one loading space under Planning Code Section 152, assuming both buildings would exceed 100,000 sq. ft.

The proposed project would provide 13 new off-street freight loading spaces for the new office buildings, one more than the 12 loading spaces required under the Planning Code. In total,

the commercial portion of the Executive Park Development would have 21 loading spaces, 8 existing and 13 new spaces, or 7 more than required under the Code and 3 more than required in the Conditional Use authorization. The 13 new spaces would not meet the calculated demand for 17 loading spaces for the new office buildings. If the loading demand is not met, trucks would likely find parking within the passenger zones and fire (red) zones in front of the buildings. While use of passenger and fire zones could be annoying, it is not anticipated that substantial amounts of double parking by delivery vehicles would occur, nor is it assumed that delivery vehicles would block emergency vehicles. Therefore, the excess demand for loading spaces would not cause traffic disruptions.

Construction Impacts

Construction of the proposed project would start in 1999 and take approximately 5 to 7 years, with completion sometime in 2004 to 2006. Construction of each building would be accomplished in five basic stages: excavation, foundation, structure, exterior finishing and interior finishing. Excavation and site preparation for the two residential buildings is being carried out together with the construction of the five residential buildings in the Baseline. Construction activities in one stage may overlap into the next stage. During all stages of work, there would be a flow of trucks into and out of Executive Park. The number of trucks per day would vary by construction phase, and would range from about 2 to 100 for commercial buildings, with the residential buildings contributing an additional 5 to 10 trucks. The peak period in terms of truck trips would occur during the excavation stage, where there would be an estimated 100 truck trips per day. These truck trips would occur over the course of the day. The average number of truck trips per day would be about 30 to 40.

Access to the site would be via U.S. 101 and the on- and off-ramps at Harney Way and Alana Way/Beatty Avenue. Excavated materials are proposed to be deposited in the Brisbane Baylands area, and trucks would be expected to use Alana Way to access the site. Trucks

weighing over 6,000 pounds are prohibited on Blanken Avenue, and this street would not be used as a truck access route for project construction.

The impact of construction traffic would vary as stages were completed for each building. Transportation impacts from construction activities are due to increased local truck traffic (either hauling excavation materials away from the site or delivering construction materials to it), increased traffic from construction workers driving to and from the site, and construction worker parking in the site vicinity. The impacts of construction truck traffic would be a lessening of the capacities of the local access streets and haul routes, due to slower movements and larger turning radii of the trucks. On the freeway, the effect of truck traffic under near capacity and capacity conditions would be the potential for an increase in the number and duration of breakdowns in traffic flow.

Staging of construction equipment and materials is anticipated to be within Executive Park on undeveloped portions of the site. Any employee and visitor parking temporarily displaced due to construction activities would need to be accommodated elsewhere within Executive Park. Truck loading and unloading activities would occur within the site and would have minimal impact on the adjacent streets.

The typical work shift for most construction workers would be from 7:00 AM to 3:30 PM. Construction worker parking would occur on-site, and would vary depending on the stage of construction. It is not anticipated that construction workers would need to occupy parking spaces on neighborhood streets.

Since the construction of the proposed project is anticipated to occur between 1999 and 2006, it would overlap with other construction activities in the area, including the Third Street Light Rail project and the Sunnydale Sewer project, and could potentially overlap with the construction of the proposed stadium and retail/entertainment center at Candlestick Point and

the Home Depot warehouse on Bayshore Boulevard. The Third Street LRT is expected to construct the Bayshore Boulevard portion in late 2002/early 2003. The construction of the Sunnydale sewer in the vicinity of Harney Way is anticipated to be in 2002. The proposed stadium and mall is anticipated to have a two-year construction period, but no definite schedule has been established. The Home Depot project is under review at the Planning Department; no construction schedule has been established. Construction management consultants for these various projects would be required to collaborate with the Department of Public Works to minimize temporary transportation impacts. In addition, construction initiation should be coordinated with MUNI's chief inspector.

2015 CUMULATIVE CONDITIONS

Methodology/Approach

Traffic Volumes

As the Executive Park site is in a relatively isolated location at the San Francisco and San Mateo county line, traffic forecasts for future 2015 conditions were developed based on cumulative development and growth identified in two regional travel demand models: the MTC Regional Travel Demand Model and the San Mateo County Travel Demand Model. These models provide forecasts of traffic on regional freeways and on the study area roadway network for future years, based upon assumptions of growth in housing units and employment. The travel demand model results were supplemented by a manual trip generation and assignment of traffic generated by a number of development projects proposed in the vicinity of Executive Park. The steps in developing the future traffic volumes include:

- **MTC Regional Travel Demand Model:** The MTC model was used to obtain future traffic for 2015 conditions for roadways within the San Francisco City and County limits. The model included the 2015 Cumulative Update of the land uses within San

Francisco. In the vicinity of Candlestick Point, the MTC model contains a very limited representation of the local street network and contains large travel analysis zones (TAZs). In order to provide a detailed assessment of the traffic forecasts and operating conditions required for this study, the development assumptions for both Executive Park and the Candlestick Point area (including the new football stadium and retail/entertainment center) were removed from the model and replaced by a manual trip generation and assignment (see Manual Trip Generation and Traffic Assignment step below).

- **San Mateo County Travel Demand Model:** The San Mateo County model was used to obtain future traffic volumes for roadways within San Mateo County/City of Brisbane, and for the regional roadway facilities (the San Mateo model also incorporates the most recent expansion plans for the San Francisco International Airport, which would primarily affect traffic growth on the regional freeway system). The traffic growth identified by the San Mateo Model was adjusted for 2015 conditions to reflect additional growth between 2010 and 2015, based on *ABAG Projections '96*. Based on information obtained from the City of Brisbane, the development assumptions for the Brisbane Baylands site were removed from the model and replaced by a manual trip generation and assignment of anticipated development on the site (see Manual Trip Generation and Traffic Assignment step below).
- **Intersection Turning Movement Volumes:** The travel demand models forecast traffic volumes for street segments, but not for intersections. The traffic growth for each analysis street segment was added to existing traffic volumes to obtain future year 2015 projections. The output from each model was reconciled at the common analysis locations by adjusting traffic growth, as appropriate. Then, based on existing traffic patterns and proposed development access points, manual adjustments were made to develop future 2015 PM peak hour turning movement projections for the analysis intersections, freeway mainlines and freeway ramps. The resultant volumes served as a base onto which the traffic generated by Executive Park, Candlestick Point retail/entertainment center and the Brisbane Baylands was added.
- **Manual Trip Generation and Traffic Assignment:** As noted above, a manual trip generation and assignment of the vehicle trips generated by Executive Park, Candlestick Point retail/entertainment center and development of Brisbane Baylands was conducted, as the regional models do not provide sufficient detail for use in the traffic impact analysis. The traffic generated by these projects was added to the future background traffic volumes developed from the regional travel demand models. Within San Francisco, the manual trip generation and assignment used assumptions of the specific land uses and travel characteristics at Executive Park and the Candlestick Point retail/entertainment center. Within Brisbane, a manual trip generation and assignment was conducted of the anticipated development on Brisbane Baylands including: 500,000

square feet of retail, 450,000 square feet of R&D, and 200,000 to 300,000 square feet of high tech by year 2002, and an additional 1.0 million square feet of retail by year 2013.¹⁰ The analysis included use of standard trip generation rates for the proposed land uses and distribution of that travel to the local and regional roadway network. The vehicle trips from these development projects were distributed to the roadway network based on information from the San Francisco Planning Department, as well as output from the San Mateo Travel Demand Model.

- **Fitch Street Bridge:** In addition to the above-mentioned development projects, there are plans by the San Francisco Redevelopment Agency for construction of a Fitch Street Bridge, which would cross over the Yosemite Slough and provide an alternate access route between U.S. 101 and the Bayview and Hunters Point Shipyard communities. In addition, the plan includes the extension of Carroll Avenue between Third Street and Bayshore Boulevard. To account for construction of the bridge and Carroll Avenue extension, traffic volumes that would use the two roadways were estimated based on the vehicle assignment from the Hunters Point Shipyard Redevelopment Plan EIR/EIS. These volumes were then manually added to the analysis intersections, freeway mainlines and freeway ramps.

The growth identified in the regional travel demand models, with adjustments noted above, also accounts for travel from the Home Depot project and provides for further growth from as-yet unknown development in the area near the project site as well as elsewhere in the region.

Changes to Roadway Network

As part of roadway changes associated with the proposed retail/entertainment center and football stadium at Candlestick Point, the intersection of Harney/Jamestown is proposed to be reconfigured. In order to accommodate the anticipated traffic generated by the retail and entertainment center, a new roadway would be constructed around the perimeter of the stadium and mall site. This roadway would generally have five lanes, two lanes in each direction and a center turn lane. At the approach to the intersection of Harney/Jamestown, Harney Way would be widened to six lanes, with two lanes in the westbound direction and four lanes in the eastbound direction. A traffic signal would be installed at this intersection. In addition, an

eastbound left-turn pocket at the intersection of Harney/Executive Park East would be created. These changes were included as part of the 2015 Cumulative conditions analysis.

As discussed above under Baseline Plus Project Conditions, the analysis of 2015 conditions assumes that local roadway improvements identified in the 1985 Conditions of Approval would be implemented by the Project Sponsor during or after project development, if warranted by unacceptable operating conditions. These improvements included signaling intersections, minor street widening, and restriping.

Traffic Impact Analysis

Freeway and Ramps

By 2015, there is anticipated to be a substantial increase in traffic volumes on U.S. 101 and the study off-ramps and on-ramps as a result of forecast development in San Francisco and the region. The increase in traffic volumes would add to existing congestion on the regional freeway system and cause breakdown in operations at locations where excess capacity currently exists.

The addition of the traffic generated by the Proposed project to the freeway and ramps would contribute to the levels of congestion. Table 4, on p. 54, presents the levels of service for the 2015 Cumulative conditions for the freeway and ramps analysis locations. By 2015, both freeway mainline segments would operate at LOS F, with volume to capacity ratios of greater than 1.0. These conditions indicate that there would be frequent breakdowns in the traffic flow, resulting in the formation of queues on the freeway. In addition, both the northbound on-ramp from Harney Way and the southbound on-ramp from Alana/Beatty would operate at LOS F, due to high mainline and ramp volumes. Under these operating conditions, breakdown of freeway and ramp junction occurs, which results in low speeds on the freeway

and the formation of queues along the ramps. These queues at the on-ramps would spill-back to nearby intersections, which would impact the operating conditions of these intersections.

Intersections

Between the completion of the proposed project and 2015, a number of new developments are anticipated to be constructed in the vicinity of the proposed project, including the Candlestick Point retail/entertainment center and Brisbane Baylands. As these projects come on line, the operating conditions at the nearby intersections would continually worsen. In order to maintain acceptable operating conditions, a series of roadway improvements would need to occur, including such measures as signalization, minor street widening, and restriping. These roadway improvements would temporarily improve intersection operations. By 2015, however, it is anticipated that only two of the study intersections would operate at acceptable levels of service, as shown on Table 5: Harney/Jamestown and Harney/Executive Park East (see Figure 14). The remaining study intersections would operate at LOS F, with extremely high delays per vehicle, resulting in the formation of substantial queues at most of the approaches. Traffic generated by the proposed project would contribute to poor operating conditions at these locations. In addition, due to congestion on the freeway and high on-ramp demand, queues forming on the U.S. 101 northbound on-ramp at Harney Way and southbound on-ramp at Alana/Beatty would spill back to the adjacent upstream intersections, substantially reducing the ability of the intersections to process vehicles.

Fitch Street Bridge

The proposed Fitch Street Bridge would provide an alternate route to and from U.S. 101 for vehicles destined to and from Hunters Point Shipyard or the eastern area of the Bayview Hunters Point neighborhood. If this bridge were not constructed, there would be a decrease in traffic volumes along Harney Way and at the Harney on- and off-ramps to U.S. 101.

Correspondingly, there would an increase in traffic along U.S. 101 northbound, south of I-280, as vehicles destined to Hunters Point Shipyard and the Bayview area would be required to travel further north on the freeway. However, this number of vehicles would have minimal effect on the operating conditions and levels of service of the local intersections and freeway and ramps.

Contribution to Cumulative Traffic Volumes

In order to assess the effect of project-generated traffic on 2015 Cumulative conditions, the proposed project's contribution to the 2015 Cumulative traffic volumes was determined. Two calculations of the relative contributions of the proposed project's impacts were performed: the proposed project-generated traffic as a percent of total 2015 Cumulative traffic volumes, and the proposed project-generated traffic as a percent of only the increase in traffic volumes between Baseline and 2015 Cumulative conditions. These percentages reflect the relative degree of significance of the contribution of proposed project generated-traffic to the overall delays and levels of service at the analysis locations.

The percent contributions were calculated at the study freeway mainline, ramps, and local intersections (for all three roadway configurations) for the weekday PM peak hour and are presented in Table 6. The proposed project would contribute a greater proportion of the cumulative growth from Baseline to 2015 Cumulative conditions than it would to the total 2015 Cumulative volumes. The proposed project's contribution to the total 2015 volumes and the cumulative growth in traffic volumes would be the greatest at the analysis locations closest to the project site. As distance from the site increases, the contribution of the proposed project would decrease.

The proposed project's contribution to the total 2015 volumes and the cumulative growth in volumes would vary depending upon the existing volumes and the study location. In the

TABLE 6
PROPOSED PROJECT'S CONTRIBUTION TO 2015 CUMULATIVE VOLUMES
Weekday PM Peak Hour

Location	Existing Configuration			Original EPW Extension ¹			Revised EPW Extension ²		
	2015 Volume	Contribution to 2015 Volume ³	Contribution to Growth ⁴	2015 Volume	Contribution to 2015 Volume ³	Contribution to Growth ⁴	2015 Volume	Contribution to 2015 Volume ³	Contribution to Growth ⁴
U.S. 101 NB, south of I-280	11,135	7%	20%						
U.S. 101 SB, north of I-380	11,255	2%	13%						
U.S. 101 NB on/off ramps at Harney	3,880	24%	27%						
U.S. 101 SB on/off ramps at Alana	3,260	17%	20%						
Harney/Jamestown	2,275	5%	6%	2,275	5%	6%	2,275	5%	6%
Harney/Executive Park East	2,720	12%	15%	2,720	12%	15%	2,720	12%	15%
Harney/Alana/Thomas Mellon ⁵	5,455	23%	27%	3,700	31%	38%	3,675	31%	37%
Alana/Executive Park West	3,768	21%	25%	3,770	21%	26%	3,790	21%	26%
Alana/Beatty	5,020	14%	16%	5,020	14%	16%	5,020	14%	16%
Bayshore/Blanken	4,750	7%	15%	4,750	7%	15%	4,750	7%	15%
Harney/Executive Park West ⁶	n/a	n/a	n/a	3,900	23%	27%	5,390	22%	26%

Notes:

- n/a = Intersection not analyzed.
- 1. Original EPW Extension = Original Executive Park West Extension roadway configuration.
- 2. Revised EPW Extension = Revised Executive Park West Extension roadway configuration.
- 3. The project's percent contribution to total cumulative traffic volumes estimated for each intersection in the year 2015.
- 4. The project's percent contribution to the change in traffic between the baseline level and the estimated 2015 volumes.
- 5. Alana Way approach to intersection would be removed with Revised Executive Park West Extension Roadway configuration.
- 6. New intersection created with the Original and Revised Executive Park West Extension configurations.

Source: Wilbur Smith Associates, June 1999

context of the generally poor operating conditions projected for the freeway mainline, ramps and intersections in the vicinity of the proposed project, however, the proposed project's contribution to cumulative traffic impacts would be considerable and would be a significant effect on the environment. The proposed project's contribution to cumulative traffic impacts would be too substantial to be considered "de minimis" in the context of the overall traffic growth through 2015 at the study locations.

NOTES - Transportation

1. Recreational streets are a special category of street whose major function is to provide for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational use than for traffic movement. The order of priority for these streets should be to accommodate: 1) pedestrian, hiking trails or wilderness routes, as appropriate; 2) cyclists; 3) equestrians; 4) automobile scenic driving. This should be slow and consistent with the topography and nature of the area. (*San Francisco General Plan Transportation Element* p. I.4.35)
2. Major arterials are defined as cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways. These are routes generally of citywide significance. (*Transportation Element*, p. I.4.35)
3. The Congestion Management (CMP) Network is the network of freeways, state highways and major arterials established in accordance with state Congestion Management legislation.
4. The Metropolitan Transportation System (MTS) is a regional network for San Francisco of freeways, major and secondary arterials, transit conflict and recreational streets meeting nine criteria developed by the Metropolitan Transportation Commission as part of the Regional Transportation Plan. The criteria identify facilities that provide relief to congested corridors, improve connectivity, accommodate travel demand and serve a regional transportation function.
5. Transit Important Streets are defined as major arterial roadways with high transit ridership or high frequency of transit service. These streets have a balance between modes of transportation and emphasize moving both people and goods, rather than on moving vehicles.
6. Neighborhood commercial streets are oriented towards neighborhood-serving uses and have special allowances for pedestrians.
7. San Francisco Planning Department, Federal Transit Administration, *Third Street Light Rail Project Final EIS/EIR* (SCH #96102097, Case File No. 96.281E), March 1999, Appendix E.
8. Superdistricts are travel analysis zones established by the Metropolitan Transportation Commission. There are four superdistricts in the City and County of San Francisco. Superdistrict 3 is generally bound by Townsend Street, 7th/Laguna Honda, San Francisco Bay and the San Francisco/San Mateo County line.

IV. Environmental Setting and Impacts
B. Transportation
Impacts

9. The parking data for the Little Hollywood area is based on data collected by Pittman & Hames Associates and Korve Engineering in 1997 for the on-going analysis for the *Candlestick Point Stadium and Retail/Entertainment Center* project.
10. Carole Nelson, Planning Director, City of Brisbane, letter to Hillary Gitelman, January 23, 1998; and Anne Broadwell, Esq., Adams, Broadwell and Joseph, representing the City of Brisbane, letter to Diane Wong, October 22, 1997.

C. AIR QUALITY

The air quality analysis in the 1985 FSEIR was based on then-applicable standards and regulations. Since then, standards have been changed, air quality monitoring has continued, the Bay Area Air Quality Management District (BAAQMD) had adopted a regional Clean Air Plan, and the City has added an Air Quality Element to the *San Francisco General Plan*. Air quality setting information in the 1985 FSEIR has been updated based on this new information. The transportation analysis for the project has been revised and new travel and traffic data have been produced. Therefore, the air quality impact analysis has been revised to account for regional emissions of criteria pollutants and localized emissions of carbon monoxide as prescribed in the *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans*, prepared by the District in 1996.

This section includes a summary of the climate in the project area; federal, state, and regional air quality standards; and existing air quality conditions in the San Francisco Bay Area for both "criteria air pollutants" and "toxic air contaminants." Expected emissions of criteria air pollutants and toxic air contaminants from stationary and mobile sources in the project area and from cumulative development are derived, and associated air quality impacts are evaluated.

Criteria air pollutants refer to a group of pollutants for which regulatory agencies have adopted federal, state, or regional ambient air quality standards and pollution reduction plans. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter, and lead.¹

Toxic air contaminants refer to a category of air pollutants that pose a present or potential hazard to human health, but which tend to have more localized impacts than criteria air pollutants. This Air Quality section addresses routinely-emitted toxic air contaminants.

SETTING

CLIMATE

Regional Climate

The San Francisco Bay Area's regional meteorological conditions are dominated by the semi-permanent high pressure area in the eastern Pacific Ocean, which is in large part responsible for the cool, dry summers and mild, moderately wet winters. This pressure system is also responsible for the daytime sea breeze that tends to provide fresh air to the Bay Area.

Region-wide temperature inversions, caused by warm air positioned above the cool daytime surface air, prohibit vertical mixing of air. Regional inversions may be caused by flow of cool marine air moving inland from the Golden Gate or by rapid cooling of the surface after sunset which causes the air close to the surface to rapidly cool. Air pollution potential in the region is highest when inversions are strong and winds are light. This is because pollutants are emitted into an air mass that has a limited capacity to disperse the contaminants.

Pollution potential is particularly high in the sheltered valleys throughout the region and in the climatological subregions that are not directly affected by the marine air entering through the Golden Gate. In these areas, the regional inversion can last for extended periods of time and, when combined with strong sunlight and locally-generated pollutants or pollutants transported into the area, can provide the worst-case conditions for ozone generation and smog formation. The project area resides near the bay shore in San Francisco just north of the San Mateo County line. Marine air tends to travel from the west to this area of the peninsula over the low hills in San Francisco. These winds tend to provide the cool and windy climate and reduce pollution potential in the project area by carrying pollutants eastward towards the Bay.²

Temperatures in San Francisco are moderated by the marine air and the proximity to the Bay. Average summertime highs are in the 60s to mid-70s, and in the winter, average lows are in the 40s.³

Local Wind Patterns

Wind patterns are an important element of climate because they affect air pollution dispersion and transport. High winds tend to cause an increase in dispersion and dilution of emissions. Stable conditions, where wind speed is low and an inversion (thermal boundary layer preventing upward escape of pollutants) is present, tend to trap air pollutants near the source of emissions. Therefore, understanding the wind directions and speeds in the project area is important to understanding the transport and fate of air pollutants.

In the project area, the prevailing winds are generally governed by the marine air moving over the San Francisco hills towards the Bay. The local terrain in the project area may cause micro-scale eddies or wakes (this is especially notable at 3Com Park), but the prevailing winds are from the west. These winds tend to carry pollutants generated in the City upwind of the project area through the project area and toward the Bay.

APPLICABLE PLANS AND REGULATIONS

Ambient Air Quality Standards

Federal, state, and local laws and regulations form the foundation for controlling air pollution. The major control efforts tend to focus on six "criteria" air pollutants and their precursors. The criteria pollutants are those for which federal ambient standards have been established.

Based on the authority of the federal Clean Air Act, including amendments of 1990, and the California Clean Air Act of 1988, federal and state regulatory agencies set upper limits on the airborne concentrations of the six criteria pollutants. These are ozone, CO, NO₂, SO₂, particulate matter, and lead. Particulate matter is regulated as inhalable particulate matter less than ten microns in diameter (PM₁₀), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}). Ozone is created by reactions in the atmosphere of nitrogen oxides (NO_x) and reactive organic compounds (ROG).

The federal and state standards for these pollutants are summarized in Table 7. Such upper limits or “ambient air quality standards” are designed to protect all segments of the population including those most susceptible to the pollutants’ adverse effects (e.g., the very young, the elderly, people weak from illness or disease, or persons doing heavy work or exercise). The potential human health effects of these air pollutants are presented in Table 8, p. 85.

Toxic air contaminants, which may have the potential to cause cancer or may pose a present or potential hazard to human health, are also regulated through federal, state, and local programs. Unlike criteria pollutants, there are no regional ambient standards for toxic air contaminants; this is primarily due to the localized nature of the adverse health impacts caused by toxic air contaminant emissions. Mobile sources are not directly regulated as sources of toxic air contaminants, except for lead. Indirect control of toxic air contaminants, including lead, from mobile sources is generally achieved through fuel efficiency standards and reformulation of fuels.

Air Quality Management Plans

The federal Clean Air Act, as amended, and the California Clean Air Act are the primary drivers for attaining and maintaining the ambient air standards. The federal act contains conformity provisions that help to ensure that specific plans and projects throughout the region

TABLE 7
FEDERAL AND STATE AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standard ^a	Federal Standard ^b
Ozone	1-hour	0.09 ppm	0.12 ppm
	8-hour	—	0.08 ppm
Carbon Monoxide	1-hour	20.00 ppm	35.00 ppm
	8-hour	9.00 ppm	9.00 ppm
Nitrogen Dioxide	1-hour	0.25 ppm	—
	Annual Average	—	0.053 ppm
Sulfur Dioxide	1-hour	0.25 ppm	—
	3-hour	—	0.5 ppm
	24-hour	0.04 ppm	0.14 ppm
	Annual Average	—	0.03 ppm
Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	150 µg/m ³
	Annual Geometric Mean	30 µg/m ³	—
	Annual Arithmetic Mean	—	50 µg/m ³
Fine Particulate Matter (PM _{2.5})	24-hour	—	65 µg/m ³
	Annual Arithmetic Mean	—	15 µg/m ³
Lead (Pb)	30-day Average	1.5 µg/m ³	—
	Calendar Quarter	—	1.5 µg/m ³

Notes:

ppm = parts per million by volume

µg/m³ = micrograms per cubic meter

— = No standard exists for this category

- California standards for ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, and particulate matter (PM₁₀) are values that are not to be exceeded.
- The form of the federal standards (i.e., the statistical method of how the standard is applied to real-world data) varies from pollutant to pollutant. For further information, 40 CFR Part 50 includes the relevant form for each federal standard.

Source: EIP Associates.

TABLE 8
HEALTH EFFECTS SUMMARY OF THE MAJOR CRITERIA AIR POLLUTANTS

Air Pollutant	Adverse Effects
Ozone	Eye irritation. Respiratory function impairment.
Carbon Monoxide	Impairment of oxygen transport in the bloodstream, increase of carboxyhemoglobin. Aggravation of cardiovascular disease. Impairment of central nervous system function. Fatigue, headache, confusion and dizziness. Can be fatal in the case of very high concentrations in enclosed places.
Nitrogen Dioxide	Risk of acute and chronic respiratory illness.
Sulfur Dioxide	Aggravation of chronic obstruction lung disease. Increased risk of acute and chronic respiratory illness.
Particulate Matter (PM ₁₀)	Increased risk of chronic respiratory illness with long exposure. Altered lung function in children. With SO ₂ , may produce acute illness. May be inhaled and possibly lodge in and/or irritate the lungs.
Fine Particulate Matter (PM _{2.5})	May be inhaled and possibly lodge in and/or irritate the lungs.
Lead (Pb)	Prolonged exposure may cause anemia, kidney disease, and in severe cases, neuromuscular disorder and neurologic dysfunction.

Source: Bay Area Air Quality Management District Air Quality Handbook, 1993; Zannetti, Paolo, *Air Pollution Modeling*, 1990.

do not produce more emissions than are allowed by local plans. These laws also provide the basis for the implementing agencies to develop mobile and stationary source performance standards.

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for planning, implementing, and enforcing the federal and state ambient standards in the Bay Area. During 1999, the BAAQMD is revising the region's State Implementation Plan (SIP). The SIP is a compilation of plans and regulations that govern how the region and state will comply with the federal Clean Air Act requirements to attain and maintain the ozone standard. Along with the BAAQMD, the Metropolitan Transportation Commission (MTC) and the

Association of Bay Area Governments will also contribute to the SIP. The region must revise the SIP because of exceedances of the federal ozone standard. The state ozone and PM₁₀ standards are also exceeded in the region. To meet the state ozone standard, the BAAQMD has prepared the *1997 Clean Air Plan*. No state plan is required to meet state PM₁₀ standards. The BAAQMD's *1997 Clean Air Plan* includes specific measures to reduce ground level ozone by reducing emissions of ozone precursors. As required by the California Clean Air Act, the Clean Air Plan's measures must be feasible and expeditiously adopted.⁴

Local environmental plans and policies also recognize community goals for air quality. The *San Francisco General Plan* includes the 1997 Air Quality Element.⁵ The objectives specified by the City include the following:

- **Objective 1:** Adhere to state and federal air quality standards and regional programs.
- **Objective 2:** Reduce mobile sources of air pollution through implementation of the Transportation Element of the General Plan.
- **Objective 3:** Decrease the air quality impacts of development by coordination of land use and transportation decisions.
- **Objective 4:** Improve air quality by increasing public awareness regarding the negative health effects of pollution generated by stationary and mobile sources.
- **Objective 5:** Minimize particulate matter emissions from road and construction sites.
- **Objective 6:** Link the positive effects of energy conservation and waste management to emission reductions.

AIR QUALITY CONDITIONS

Regional Air Quality

The state Air Resources Board (ARB) compiles inventories and projections of CO, ROG, NO₂, SO₂, and PM₁₀ emissions for the Bay Area. Table 9 presents a summary of the emissions inventory and trends of air pollutants for the Bay Area Air Basin and San Francisco County. Substantial reductions in CO emissions forecast to occur between 1996 and 2010 are attributed to the stringent emission controls that have been or will be imposed on motor vehicles and stationary sources. PM₁₀ is forecast to increase, mostly due to the growth in motor vehicle travel in the Bay Area. SO₂ is also forecast to increase throughout the region. Specific control measures to reduce ozone by reducing emissions of ozone precursors are included in the BAAQMD's *1997 Clean Air Plan*.

Both the federal Clean Air Act and the California Clean Air Act require that the State Air Resources Board designate as "nonattainment areas" portions of the state where federal or state ambient air quality standards are not met. The nine-county San Francisco Bay Area Air Basin has a history of recorded violations of federal and state ambient air quality standards for ozone, carbon monoxide, and PM₁₀. Since the early 1970s, substantial progress has been made toward controlling these pollutants. The progress has led the area to attaining all state and federal standards except those for ozone and PM₁₀. For ozone, the Bay Area does not meet either the state or federal standard. For PM₁₀, the Bay Area does not meet the state standard, but the area does meet the federal standard. The area meets all standards for carbon monoxide.

TABLE 9
BAY AREA CRITERIA POLLUTANT EMISSIONS INVENTORY AND PROJECTIONS
(Tons/Day - Annual Average)

	<u>CO</u>	<u>ROG^a</u>	<u>NO_x</u>	<u>SO_x</u>	<u>PM₁₀^b</u>
BAY AREA AIR BASIN					
1996					
Total Emissions	3,100	490	540	75	160
On-Road Motor Vehicle Emissions	2,300	240	300	4	8
Motor Vehicles' Percent of Total	74%	49%	56%	5%	5%
2010 Forecasted					
Total Emissions	1,800	330	340	86	210
On-Road Motor Vehicle Emissions	960	76	160	4	6
Motor Vehicles' Percent of Total	53%	23%	47%	5%	3%

SAN FRANCISCO COUNTY

1996

Total Emissions	240	42	38	7	9
On-Road Motor Vehicle Emissions	180	20	20	< 1	< 1
Motor Vehicles' Percent of Total	75%	48%	53%	< 14%	< 11%

2010 Forecasted

Total Emissions	140	30	25	10	19
On-Road Motor Vehicle Emissions	64	5	9	< 1	< 1
Motor Vehicles' Percent of Total	46%	17%	36%	< 10%	< 5%

Notes:

- a. Reactive organic gases (excluding emissions from natural vegetation). ROG and NO_x react in the atmosphere to form ozone.
- b. On-Road Motor Vehicle Emissions category in this table does not include paved road dust generated by traffic.

The methodology to inventory PM 2.5 has not been standardized or developed yet.

Source: California Air Resources Board, Emissions by Category 1999. Available at: www.arb.ca.gov/emisinv/eib.htm.

Local Air Quality

The BAAQMD operates air quality monitoring stations in San Francisco at 10 Arkansas Street (at the foot of Potrero Hill) and at 939 Ellis Street (near the Civic Center). In San Mateo County, the nearest monitor is in Redwood City (about 20 miles south of the project site). The Arkansas Street location is probably most representative of conditions in the project vicinity because it is closest in proximity, it is relatively close to US 101, and it is within the northern portion of the peninsula. The following conclusions can be drawn from the data at the Arkansas Street station.⁶

- During the period of 1992 through 1998, the state 1-hour ozone standard and the federal 1-hour and 8-hour ozone standards were not exceeded on any day at the Arkansas Street station. During this period, state and federal standards were exceeded in the eastern part of the district or in the Santa Clara Valley.
- During the period of 1993 through 1997 at the Arkansas Street station, the state 24-hour PM_{10} standard was exceeded in no more than 10 percent of the samples per year, the federal 24-hour standard was not exceeded at all, and the state and federal annual standards were not exceeded at all. The federal standards were not exceeded in the district.

The regional and local air quality shows that the region has made considerable progress toward meeting the state and federal standards. At this time, the region does not meet ozone standards, and violations of the state and federal standards for ozone continue to persist. In the San Francisco area of the district, however, none of the ozone standards have recently been exceeded, and only state standards for PM_{10} have been recently exceeded. Pollutants from San Francisco tend to be carried into the more sheltered areas of the region and cause violations of the standards there. In this manner, the region will continue to benefit from further efforts to control emissions that originate in San Francisco.

Local Source Inventory

Traffic related emissions occur throughout the area around the project site; most notable are the heavy volumes of traffic along the US 101 corridor. Emissions due to traffic congestion during events at 3Com Park also have a temporary effect on localized air quality in the vicinity of the project. Project-related impacts on air quality would be primarily due to project-related traffic; other minor stationary sources in the project site would be related to non-industrial activity (such as water heaters and ventilation equipment of office, retail, and residential uses). Ambient air quality impacts related to project traffic are discussed below.

IMPACTS

STANDARDS OF SIGNIFICANCE

A project would have a significant effect on the environment with respect to air quality if it would violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. Also, a project could have a significant air quality impact if it would permeate its vicinity with objectionable odors.

To better define the state guidelines, the BAAQMD recommends consideration of the following significance criteria for project operations.⁷ Project impacts would be considered significant if they cause operation-related emissions equal to or exceeding 80 pounds per day of ROG, NO_x, and inhalable particulates PM₁₀ or CO concentrations above the state ambient air quality standard. A project would also be considered to have a significant cumulative impact if it individually has a significant air quality impact.⁸

METHODOLOGY

Regional Emissions

Regional emissions caused by project-related traffic are estimated using the URBEMIS7G computer program.⁹ URBEMIS was developed by the California Air Resources Board (CARB) as a planning tool to assess the region-wide impacts of proposed land use developments. To estimate vehicular emissions, the URBEMIS7G model uses emission factors from the CARB EMFAC7G emissions model. Vehicle operating characteristics are determined by each land use type in the proposed project and the setting of the project. The emission rates are calculated using the vehicle-dependent factors from the EMFAC7G model. URBEMIS provides the resulting emission rates.

The following input is used with the URBEMIS7G model. The daily trip generation rate and the worker trip percentage for each proposed land use category are provided by the project's transportation analysis.¹⁰ Default values recommended by BAAQMD *CEQA Guidelines* are used for the vehicle fleet, the average trip length, and meteorological conditions within the San Francisco portion of the air basin. All pollutants except CO are analyzed under summer conditions using a temperature of 85 degrees Fahrenheit; CO is analyzed under winter conditions at 50 degrees Fahrenheit.¹¹

Localized Emissions

If regional screening levels of carbon monoxide emissions do not exceed the screening threshold of 550 pounds per day, the project would not have a significant effect on regional CO levels. Localized CO concentrations should be further analyzed if: (1) regional CO emissions caused by the project are greater than 550 pounds per day; (2) project traffic would impact an intersection or roadway link operating at, or cause one to operate at, Level of

Service D, E, or F; or (3) project traffic would increase traffic volumes on nearby roadways having more than 100 vehicles per hour by 10% or more.¹²

For analysis of localized CO concentrations near congested intersections, Caltrans' CALINE4 program and the *CO Protocol* from the Institute of Transportation Studies are used to evaluate "worst-case" air quality conditions at the most heavily-impacted intersections.^{13,14} Emission factors are recommended by the BAAQMD *CEQA Guidelines*.¹⁵ To evaluate worst-case conditions, receptors are placed in locations that yield maximum exposure, and a stable atmospheric environment is assumed where dispersion of CO in the vicinity of the intersection would be minimal. As traffic moves away from the intersection, CO concentrations fall off rapidly as distance from the intersection increases.

PROJECT EFFECTS

Regional Impacts

Full build out of the proposed project (including Phase 1 and Phase 2) would result in a total increase of approximately 18,900 vehicle trips per day. Based on URBEMIS7G modeling results, increased trips associated with the proposed development would generate approximately 322 lb/day of ROG, 428 lb/day of NO_x, and 125 lb/day of PM₁₀. If it were considered alone, Phase 1 would generate approximately 45% of these levels of emissions. These emission rates are summarized in Table 10.

The proposed development would also result in nominal emissions from the use of electricity and natural gas at the site. Emissions would be produced directly at the site with the burning of natural gas by water heaters, space heaters, and gas appliances. Emissions are produced indirectly through increased electricity usage for space heating, lighting, and operation of electrical appliances. However, these emissions would not be significant when compared to

TABLE 10
ESTIMATED VEHICULAR EMISSIONS FROM PROJECT-RELATED
TRAFFIC

Pollutant	BAAQMD Significance Threshold (lb/day)	Project Regional Emissions^a (lb/day)
Reactive Organic Compounds (ROG)	80	322
Nitrogen Oxides (NOx)	80	428
Particulate Matter (PM ₁₀) ^b	80	125

Notes:

- a. Vehicle emissions in this analysis are based on 1999 fleets. Emissions in future years will decrease as a result of cleaner burning fuels and improved engine efficiency.
- b. Particulate matter includes entrained road dust.

Source: EIP Associates, 1999. Emissions estimated with CARB's URBEMIS7G model.

the emissions caused by project-related traffic. Indirect emissions associated with electricity generation may occur at power plants that are outside of the San Francisco Bay Area Air Basin. None of the activities associated with the proposed development would have the potential to expose nearby receptors, including existing office tenants and residents, to objectionable odors. Trace quantities of toxic air contaminants would be expected to occur with natural gas combustion and operation of motor vehicles.

Project development would result in regional operational emissions exceeding the BAAQMD's significance thresholds for ROG, NOx, and PM₁₀. Consequently, regional operation emissions would cause a significant environmental impact.

Mitigation Measure 15, pp. 133-134, would require implementation of measures to decrease vehicle trips as discussed in Chapter VI of this SEIR. Because the thresholds for significant

regional air quality impacts are exceeded by factors of about four and five for ROG and nitrogen oxides, respectively, incorporation of the trip reduction measures would not be expected to reduce emissions below the significance thresholds. Therefore, vehicular emissions due to full buildout of the development would cause an unavoidable significant air quality impact.

Localized Impacts

Using the URBEMIS7G methodology described above, the project would generate approximately 3,835 lb/day of CO, warranting additional localized analysis. Five locations, including pedestrian-accessible areas around the four most congested intersections presented in the transportation analysis, were evaluated for localized carbon monoxide impacts due to traffic congestion. The transportation analysis shows that none of the local intersections would operate at conditions worse than LOS D with baseline plus project conditions (including Phase 1 and Phase 2). Table 11 shows the modeled CO concentrations for each of the intersections considered in the analysis under baseline conditions, baseline-plus-project conditions, and year 2015 cumulative conditions. Using the CALINE4 model, the baseline-plus-project congestion at these intersections would generate maximum roadside concentrations of approximately 15 ppm of CO on a one-hour basis and 8.6 ppm of CO on an eight-hour basis.

Under baseline-plus-project conditions, two intersections are predicted to have CO concentrations within 10% of the 9 ppm 8-hour standard. None of the locations are predicted to exceed the standard. The Bayshore/Blanken and Harney/Alana/Thomas Mellon intersections show conservatively high concentrations during the baseline-plus-project scenario because for this scenario vehicle fleet emissions are assumed to be equal to year 1999 fleet emissions. In reality, the project would be occupied after 1999, and the fleet is continually retiring the highest polluting vehicles. This means that baseline-plus-project impacts are calculated using conservatively high emission rates.

TABLE 11
LOCAL CO CONCENTRATIONS AT SELECTED INTERSECTIONS

Location	One-Hour Total CO Concentrations (ppm) ^a				Eight-Hour Total CO Concentrations (ppm) ^a			
	1-hr		Baseline-		8-hr		Baseline-	
	Standard ^b	Baseline	plus- Project	Year 2015 Cumulative ^c	Standard	Baseline	plus- Project	Year 2015 Cumulative ^c
Harney/Alana/ Mellon	20 ppm	6.4	14.6	11.9	9 ppm	4.6	8.4	7.7
Alana/Executive Park West	20 ppm	6.2	9.4	9.1	9 ppm	4.4	6.5	5.1
Alana/Beatty	20 ppm	6.9	9.4	16.3	9 ppm	4.7	6.0	8.8
Bayshore/Blanken	20 ppm	9.6	12.9	12.3	9 ppm	6.5	8.6	7.0
Blanken LRT Platform	20 ppm	8.8	11.1	10.4	9 ppm	6.2	7.6	6.7

Notes:

- a. Total concentrations are based on CALINE4 output including background CO concentrations.
- b. The State one-hour standard is 20 ppm; the Federal standard is 35 ppm. The more stringent standard is reflected in the table.
- c. Future concentrations are reduced compared with existing concentrations due to lower emissions factors which result from cleaner burning fuels and improved engine efficiency.

Source: EIP Associates, 1999.

Although cumulative development could cause impacts within 0.2 ppm of the 8-hour standard for carbon monoxide, the project development would not result in local operational air quality impacts exceeding the standards. Additionally, the project development would not have the potential to expose nearby receptors, such as office tenants and residents, to objectionable odors or toxic air contaminants. Consequently, localized air quality impacts would cause a less-than-significant impact.

Other Impacts

Air quality impacts would be expected to occur during periods of construction. Construction-related impacts and mitigation measures are discussed further in Chapters V and VI, and in Appendix A.

Cumulative Impacts

The project development would be expected to cause a significant impact for regional emissions caused by vehicle trips. Because the project individually would be expected to have an unavoidable significant impact on regional emissions, the project would also be considered to contribute significantly to cumulative air quality impacts.

NOTES - Air Quality

1. National Ambient Air Quality Standards have been established for criteria pollutants, named for the "criteria" documents that justified their regulation.
2. BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans, April, 1996. Appendix D.
3.
 - a. The NOAA-CIRES (National Oceanic and Atmospheric Administration - Cooperative Institute for Research in Environmental Studies) Climate Diagnostics Center. San Francisco Airport observations compiled between 1961-1990.
 - b. BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans, April 1996. Appendix D, pp. D-14, D-15.
4. BAAQMD, 1997 Clean Air Plan, and Triennial Assessment, adopted by the Board of Directors, December 17, 1997.
5. *Air Quality - An Element of the General Plan of the City and County of San Francisco*, City and County of San Francisco, Planning Department, July 1997.
6. California Air Resources Board, Ozone Data Summary (1992-1995) and PM₁₀ Air Quality Data Summaries (1993-1996). Available at www.arb.ca.gov/aqd/aqd.htm.
7. BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans, April 1996, Section 2.3.

IV. Environmental Setting and Impacts
C. Air Quality
Impacts

8. BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans, April 1996, Section 2.3, p. 18.
9. URBEMIS7G Computer Program User's Guide, Version 3.2 - Emissions Estimations for Land Use Development Projects, San Joaquin Valley Unified Air Pollution Control District, August 1998.
10. Executive Park Development Plan Transportation Study, Final Report, prepared by Wilbur Smith Associates, June 1999.
11. Average and worst-case summer and winter temperatures as recommended in URBEMIS7G Computer Program User's Guide, August 1998.
12. BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans, April 1996, Section 2.3, p. 15.
13. CALINE4 - A Dispersion Model for Predicting Air Pollutant Concentrations Near Roadways. California Department of Transportation, Division of New Technology and Research, June 1989.
14. Transportation Project-Level Carbon Monoxide Protocol. Institute of Transportation Studies, University of California, Davis, revised December 1997.
15. BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans, April 1996. Table 10, p. 35.

D. NOISE

The traffic noise analysis in the 1985 FSEIR was based on the traffic analysis prepared then. Because an updated traffic analysis has been prepared for the present Supplemental EIR, traffic noise impacts have been reassessed and are presented here. Other noise issues are addressed in Chapter V, below.

This section describes the nature of environmental noise conditions in and around the project area, the applicable regulatory framework, and the impacts of traffic-related noise increases that could be associated with the proposed project.

SETTING

NOISE FUNDAMENTALS

Sound is caused by pressure vibrations in air. The sound level is the intensity of the pressure vibrations, and it is most often measured in terms of decibels (dB).¹ Although the decibel scale describes the pure physical intensity of sound, it cannot accurately describe loudness as perceived by the human ear. The pitch or frequency of a sound must be taken into account when measuring human response to sound. For this reason, a frequency-dependent weighting system is employed whenever noise is measured for the human perspective. Noise levels caused by traffic and other urban activities are usually considered in terms of A-weighted decibels (dBA). Generally, a difference of 3 dB is noticeable to most people and a difference of 10 dB is perceived as a doubling of loudness. Each 3 dB increase or decrease in sound level represents approximately two-times or one-half, respectively, of the sound intensity.

Because environmental noise fluctuates over time, several statistical indicators have been developed to describe environmental noise. Two of the most commonly used indicators are

L_{eq} and L_{dn} .² The equivalent energy indicator, L_{eq} , is an indicator of cumulative noise exposure presented over a stated time period, usually one hour. The day-night average, L_{dn} , is a 24-hour average which accounts for the greater sensitivity of most people to nighttime noise. Community Noise Equivalent Level (CNEL) is also a 24-hour average, like L_{dn} , but is further weighted for sensitivity to evening noise.³ These and other indicators are used to describe noise from different sources in different environments. For example, L_{dn} and CNEL are often used to describe general community noise levels, as they penalize nighttime and evening noise. The L_{eq} over a one-hour period (hourly L_{eq}) is usually used to describe environmental noise near nonresidential sensitive receptors, because most people would not remain in these locations for more than a few hours.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors such as the weather and reflecting or shielding also help intensify or reduce the noise level at any given location. Noise from a roadway or highway is typically reduced by approximately 3 dB for each doubling of distance.⁴ Noise levels are reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dB.⁵

REGULATORY FRAMEWORK

California Building Code

To protect indoor environments, Title 24 of the California Code of Regulations (CCR) establishes standards governing indoor noise levels that apply to all new (post-1974) multifamily residential units (i.e., hotels, motels, apartments, condominiums, and other attached dwellings) in California. The design of the residential structures is subject to an acoustical analysis when located in an area where exterior L_{dn} exceeds 60 dBA. The design must be capable of attenuating exterior noise to a maximum L_{dn} noise level of 45 dBA in any

habitable room. This code is enforced by San Francisco's Department of Building Inspection during review of building permits.⁶

San Francisco Noise Ordinance

The San Francisco Noise Ordinance regulates both construction noise and fixed-source noise. Noise from motor vehicles operating on public highways is regulated by California State Law and the California Vehicle Code. While unnecessary, excessive, or offensive noise limits are imposed to protect all people in an area, nuisance noise is generally limited by the Noise Ordinance to within 5 dBA of ambient conditions. Construction noise is discussed in Chapter V, pp. 118-120.

San Francisco General Plan - Environmental Protection Element

The *San Francisco General Plan* outlines the policies, programs, and guidelines the City will follow to control noise. The Environmental Protection Element includes a section on Transportation Noise, as this is the major source of noise in San Francisco's dense urban setting. The Transportation Noise section contains objectives to reduce transportation noise and to promote land uses that are compatible with the existing noise environment. The Element includes a Land Use Compatibility Chart that suggests "satisfactory" exterior noise levels for various land uses. The maximum exterior L_{dn} considered "satisfactory, with no special noise insulation requirements" is 60 dBA for residential and lodging land uses, 65 dBA for schools and churches, and 70 dBA for office buildings. In areas where the 24-hour average noise levels exceed these values, the Environmental Protection Element suggests that a detailed analysis of noise reduction requirements be made and that noise insulation features be included in the design of new development. New residential uses are discouraged in the Element in areas with exterior L_{dn} values above 65 dBA unless noise insulation is included. The building code requirements in Title 24 would define the extent of insulation necessary.

The Environmental Protection Element objectives that are potentially relevant to the proposed development include the following:

- **Objective 9:** Reduce transportation related noise.
- **Objective 10:** Minimize the impact of noise on affected areas.
- **Objective 11:** Promote land uses that are compatible with various transportation noise levels.

NOISE SENSITIVE USES

Residential areas at Executive Park and in the vicinity of the project are considered to be more sensitive to higher noise levels than commercial, office, and industrial uses. Within the project site, residential condominiums are being constructed to the east of the Executive Park office buildings, along the north side of Harney Way; occupancy is expected to begin by late 1999 or early 2000. Additional residential areas, such as the Little Hollywood neighborhood, are located directly west of the project site across U.S. 101 on both the north and south sides of Blanken Avenue. A portion of Candlestick Point State Park is located directly across Harney Way from the Executive Park site, along the Bay shore. As with all areas along U.S. 101, these areas are exposed to high levels of existing noise due to freeway traffic.

EXISTING NOISE CONDITIONS

The major noise source in San Francisco is transportation noise. Traffic on the major thoroughfares in the project area and aircraft overflights create a background noise environment that is characteristic of the project's dense suburban location. Commuter and freight trains along the Southern Pacific/Caltrain railroad contribute to the background noise in the area. Events at 3Com Park throughout the year, including traffic before and after events, temporarily increase ambient noise levels in the area.

A noise monitoring program of field-observations was conducted to evaluate the existing noise levels at sensitive receptors in the project area. Existing short-term noise levels and traffic volumes are shown in Table 12 for four locations in the project vicinity. Traffic volume information for the short-term measurement periods is used to estimate future noise levels in the subsequent impacts evaluation. Table 12 presents the observed ambient noise levels based on the monitoring results.

The noise monitoring program documents existing hourly L_{eq} 's at the proposed hotel location, at the under-construction Executive Park (St. Francis Bay) condominiums, and in the neighborhood adjacent to the project site. At each of the monitoring locations, traffic noise dominates the existing daytime noise environment. Other noise sources, such as trains and airplanes, are noticeable and they contribute to the observed L_{eq} 's, but they do not dominate the noise environment.

Existing noise levels in most areas of the Executive Park site are elevated by the background sound of traffic on U.S. 101. Observed daytime noise levels in the project area are in the range of approximately 55 to 65 dBA hourly L_{eq} , depending on the receptor's shielding from major traffic noise. The monitoring shows that the short-term background noise within the development site ranges between 60 and 65 dBA L_{eq} . These levels are caused by the fast-moving traffic on U.S. 101 and are not considerably affected by traffic within Executive Park. The noise decreases along Harney Way near Jamestown Avenue to less than 60 dBA because this location is oriented away from the noise of U.S. 101. Outside of the development site, observed L_{eq} 's along Blanken Avenue near Bayshore Boulevard are dominated by traffic noise on Bayshore. No monitoring was conducted at other locations along Blanken Avenue because the noise levels near Bayshore are expected to be the highest of those along Blanken. Most of the residences on Blanken are well sheltered from U.S. 101 noise by a combination of either sound walls, vegetation, or distance.

TABLE 12
SUMMARY OF SHORT-TERM NOISE MEASUREMENTS
OBSERVED (L_{eq})

Description	Date	Time	Noise Test Duration	Hourly Traffic Volume	Hourly Leq (dBA)
Harney, East of Alana	3/12/99	11:35 a.m.	15 min.	236	61.5
Thomas Mellon, North of Alana	3/12/99	12:40 p.m.	15 min.	56	63.5
Harney, West of Jamestown	3/12/99	12:05 p.m.	15 min.	260	55.6
Blanken, East of Bayshore	3/12/99	1:20 p.m.	15 min.	296	64.8

Source: EIP Associates, Short-Term Ambient Noise Measurements, March 12, 1999.

Past Traffic Noise Analyses

The Environmental Protection Element of the San Francisco General Plan illustrates background noise levels and thoroughfare noise levels for all areas of the City. The element shows that the thoroughfare noise (L_{dn}) is as high as 80 dBA along U.S. 101.⁷ Along the Bayshore Boulevard Corridor, existing noise exposure is also summarized in the FEIS/FEIR for the Third Street Light Rail Project.⁸ The generalized existing L_{dn} noise conditions along Bayshore Boulevard near Blanken Avenue are shown to be approximately 77 dBA at the first row of buildings and approximately 58 dBA at the buildings that are at least one row back from the street.

The 1985 FSEIR for the Executive Park Development Plan (p. 59) found existing L_{eq} 's to be between 66 to 68 dBA depending on the exposure to noise from U.S. 101. Noise levels are shown in that report to increase as the monitoring locations climb Bayview Hill above the freeway and the project site. The monitoring carried out in 1999 was conducted at pedestrian level locations within the existing developed areas. Because some of these locations are well

shielded by the existing structures and vegetation, the current measurements found existing noise levels slightly lower than those shown in the 1985 FSEIR.

IMPACTS

STANDARDS OF SIGNIFICANCE

San Francisco has no quantitative CEQA threshold for significance related to increases in noise levels. The San Francisco Noise Ordinance and the Environmental Protection Element Transportation Noise section, described on pp. 100-101, provide some guidance in evaluating noise effects from the project but do not provide specific legislated criteria for acceptable noise levels and are not adopted CEQA significance thresholds. In general, project increases in noise are modeled and presented quantitatively, but are evaluated qualitatively by asking the following questions:

- Would the increase in noise at any sensitive receptors be reasonably considered substantial?
- Would the increase in noise substantially affect the use and enjoyment of proximate areas or facilities?

METHODOLOGY

Noise from motor vehicle traffic traveling to and from the project site is modeled using the Federal Highway Administration's Highway Traffic Noise Prediction Model (FHWA-RD-77-108). Observed noise monitoring data and traffic counts along one or two adjacent roadway segments, performed simultaneously, are used to calibrate the model. The traffic volumes due to the proposed development and cumulative development are then input to the model to predict future noise levels that would be associated with the proposed project.

PROJECT EFFECTS

Traffic increases associated with the proposed development and cumulative development would cause traffic noise increases throughout the project area. Three scenarios of weekday peak p.m. traffic conditions are used to estimate traffic noise levels associated with the proposed development. Traffic for the baseline conditions (including the under-construction residential buildings), baseline conditions plus full buildout (including Phase 1 and Phase 2) of the proposed project, and future cumulative conditions for year 2015 are used with the observed noise levels to predict future noise levels. The baseline L_{eq} values include estimated traffic from the 287 Executive Park residential units that were under construction when the existing noise measurements were taken. This “baseline” has been used in the SEIR because the residential buildings have been approved, are under construction, and will be occupied in the near future. They are, therefore, not included in the proposed project but are reasonably part of the existing, baseline conditions. Baseline L_{eq} values in Table 13 are higher than the observed L_{eq} values in Table 12 because Table 13 considers peak p.m. hour activity where Table 12 shows mid-daytime noise levels. Consistent with the 1985 FSEIR for the Executive Park Development Plan (p. 122), the noise levels presented in this analysis do not include the traffic from events at 3Com Park. The p.m. peak hour modeled noise levels are shown in Table 13.

Existing Sensitive Receptors

The ambient noise levels at the under-construction Executive Park condominiums and other residences in the neighborhoods west of U.S. 101 would increase as a result of traffic generated by the proposed development. Because these residences are located alongside Harney Way, potential noise impacts would be greater than for those residences facing the center of the project site. While the newly built 287 residential units will comply with California Code of Regulations Title 24 noise insulation requirements, older residences along

TABLE 13
SUMMARY OF PROJECT AND CUMULATIVE NOISE LEVELS
PEAK P.M. HOURLY L_{eq}

Description	Nearby Sensitive Receptor	Baseline Hourly Leq (dBA)	Baseline+ Project Hourly Leq (dBA)	Baseline+ Cumulative Hourly Leq (dBA)
Harney, East of Alana	Proposed Hotel	64.4	66.4	72.0
Thomas Mellon, North of Alana	Proposed Hotel	69.1	76.6	76.6
Harney, West of Jamestown	Exec. Pk. Condos	54.8	56.6	65.0
Blanken, East of Bayshore	#15 Blanken Ave.	67.5	69.6	71.6

Source: EIP Associates, 1999.

Blanken Avenue would not be expected to contain similar amounts of noise insulation. Results of the traffic noise analyses on Harney Way west of Jamestown Avenue provide an indication of baseline and predicted noise levels at the Executive Park condominiums north of Harney Way and in the portion of the state recreation area south of Harney Way. Results on Blanken Avenue east of Bayshore Boulevard indicate noise levels in the vicinity of #15 Blanken Avenue, an existing ground-floor commercial/upper-floor residential building close to Bayshore Boulevard. Baseline conditions show a peak p.m. hourly L_{eq} of approximately 55 dBA at the condominiums and state park areas, and a peak p.m. hourly L_{eq} of approximately 68 dBA at the Blanken Avenue residence. Increased traffic volume on both Harney Way and Blanken Avenue would be caused by the proposed project. During weekday p.m. peak hour conditions on these two streets, traffic under the baseline-plus-project conditions would increase approximately 50% to 60% above the baseline conditions. This increase in traffic would cause peak p.m. hour L_{eq} 's at these receptors to increase approximately 2 dBA. An increase of 3 dBA would be considered to be a noticeable increase in noise levels. Because the noise increases associated with project traffic at the existing sensitive receptors would be about

2 dBA, they would not be considered substantial increases in traffic noise, and the impact would be considered less than significant.

Future Sensitive Receptors

The proposed project includes construction of 263 dwelling units northeast of Executive Park Boulevard East, and a hotel near the intersection of Harney Way and Thomas Mellon Drive. As explained in Chapter V, p. 119, the design of the proposed housing and hotel would be required by Title 24 of the California Code of Regulations to provide an interior environment with noise levels below 45 dBA (L_{dn}). Because the design of the proposed housing and hotel would be required to comply with Title 24, the noise increases at the housing and hotel locations and the impact of baseline and project-related noise on the proposed housing and hotel would not be significant impacts.

Other Noise Impacts

Noise impacts related to construction activities and stationary sources are discussed in Chapter V and Appendix A. These discussions also address the noise environments of indoor spaces and developed open spaces.

Cumulative Noise Levels

The ambient noise levels at all locations throughout the project area would increase as a result of traffic generated by cumulative development. Traffic caused by cumulative development on streets near sensitive receptors could increase by as much as a factor of ten, depending on the roadway. On Harney Way, between the intersection of Executive Park Boulevard East and the intersection of Jamestown Avenue, cumulative p.m. peak hour traffic would increase more than eleven times over the baseline condition. This is the location of the 287 Executive Park

condominiums, currently under construction. The cumulative traffic increase in this location would be expected to cause a p.m. peak hour noise increase of more than 10 dBA above the baseline condition. An increase of more than 10 dBA would be perceived by existing sensitive receptors as a doubling of loudness. Because the receptor land uses at this location would be the new residences in Executive Park, and because these buildings should be in compliance with Title 24 noise insulation requirements, exterior noise increases of 10 dBA should not cause significant impacts on interior noise levels but could make nearby public and private recreation and open spaces less desirable.

In the residential areas along Blanken Avenue, near Bayshore Boulevard, the p.m. peak hour traffic increase caused by cumulative development would be less dramatic; however, it would still be expected to cause a p.m. peak hour noise increase of more than 3 dBA. An increase of more than 3 dBA would be noticeable, but not a significant impact. Table 13 shows that the proposed project would not make a substantial contribution to the cumulative impact. Because the project's contribution to cumulative impacts would be less than significant (i.e., less than 3 dBA), no significant cumulative impact is expected.

NOTES - Noise

1. A decibel is the standard unit of sound amplitude, or loudness; decibels are measured on a logarithmic scale, similar to the scale used to measure earthquake intensity. A logarithmic scale is a non-linear scale; for decibels, each increase in 10 dB multiplies the previous value by 10. For example, 50 dBA is 10 times louder than 40 dBA, while 60 dBA is 100 times louder than 40 dBA.
2. a. L_{eq} , the equivalent steady-state sound level, is the average acoustic energy content of noise for a stated period of time. The L_{eq} of two different time-varying noise events are the same if the events deliver the same acoustic energy to the ear during exposure, no matter what time of the day or night they occur, unlike some other measurements that adjust for differences in noise sensitivity at night.
b. L_{dn} is a day-night average noise level, a 24-hour average L_{eq} ; it takes into account the greater sensitivity of persons to nighttime noise and adds 10 dBA to the noise level added during the hours of 10:00 p.m. to 7:00 a.m.
3. CNEL is a community noise equivalent level 24-hour average noise similar to L_{dn} but with an additional 5 dBA added during the hours of 7 p.m. to 10:00 p.m. to account for sensitivity to nighttime noise.

IV. Environmental Setting and Impacts
D. Noise
Impacts

4. Minnesota Pollution Control Agency, *An Introduction to Sound Basics*, May 1983.
5. Federal Transit Administration, Transit Noise and Vibration Impact Assessment, DOT-T-95-16, April 1995, Table 6-10. The shielding effectiveness of a row of buildings assumes that any gaps in the row of buildings are less than 1/3 of the length of the row.
6. Uniform Building Code and California Code of Regulations, Title 24, Part 2 - a portion of the "California Building Standards Code."
7. City and County of San Francisco Planning Department, Environmental Protection - an Element of the General Plan of the City and County of San Francisco, 1974, p. I.6.15.
8. Federal Transit Administration - U.S. DOT, City and County of San Francisco Planning Department, *Third Street Light Rail Project FEIS/FEIR*, Planning Department File No. 96.281E (SCH No. 96102097), March 1999.

E. UTILITIES AND PUBLIC SERVICES

This section addresses sewer capacity and wastewater treatment. Other utilities and public services topics are discussed in Chapter V, Environmental Effects Determined Not to Be Significant.

SETTING

San Francisco operates a combined sewer system that collects sanitary sewage and stormwater (known as "combined sewage") in the same pipes. The topography of the City naturally divides the system along a north-south boundary into two major watershed areas, the Oceanside and the Bayside watersheds. Combined sewage on the Bayside is collected by the force of gravity and treated at the Southeast Water Pollution Control Plant (SEWPCP). During wet weather, combined sewage is also treated at the North Point Water Pollution Control Plant. The Bayside watershed is further divided into several smaller watersheds. The project site is in the Sunnydale watershed. Storm-water runoff and sanitary sewage from the project site flows to 12-inch sewers that connect to a 2'6" x 3'9" interceptor sewer under Harney Way. No stormwater currently flows directly from the project site to the Bay.

During dry-weather conditions, about 67 million gallons per day (MGD) of sanitary sewage are treated by the SEWPCP. Under wet-weather conditions, the Southeast Plant can treat an additional 83 MGD of combined sewage to a secondary-treatment level (a minimum of 85% removal of biochemical oxygen demand and total suspended solids) and an additional 100 MGD at a primary-treatment level (30 to 40% removal of biochemical oxygen demand and total suspended solids), providing a combined 250 MGD maximum wet-weather treatment capacity. If treatment plant capacity is reached, excess combined flows are stored in storage/transport facilities for later treatment. If the rainstorm is a large one, and the capacity of the storage/transport box sewers is exceeded, treated combined sewer overflows (CSOs)

occur at outfalls along the City's shoreline. The City's National Pollutant Discharge Elimination System (NPDES) permit specifies that the combined sewer system must be designed and constructed to limit the long-term average annual number of CSOs to one CSO per year, in the area south of Islais Creek, which includes the project site.

IMPACTS

Continued development at Executive Park would contribute to the volume of sanitary sewage and stormwater entering the City's combined sewer system from the Sunnydale watershed and receiving treatment at the SEWPCP. At buildout, new sanitary flows from commercial and residential portions of the project would approach approximately 55,000 gallons per day. Stormwater volumes would increase only if the amount of impervious surfaces on the project site increases, changing the amount of stormwater runoff that occurs in wet weather.

Although the project involves new development on what is currently vacant land, the acreage of impermeable surfaces for the office portion of the project would change only slightly because the existing surface parking lot north of Executive Park Boulevard contributes the majority of runoff from the part of the project site that would have new office construction. Given the impermeable surfaces of the buildings and walkways and the more permeable landscaped surfaces of the project, the peak runoff rate in this area of the project site would change from 43 cubic feet per second (cfs) under existing conditions to 45 cfs under the proposed project, resulting in a 2-cfs increase in peak runoff.¹ The resulting additional volume of stormwater flowing to the City's combined sewer system would be about 750,000 gallons per year.

Since the mid-1970's, there have been several different proposals for development of Executive Park, but all, including the current project being analyzed in this SEIR, have retained a basic land use composition of residential for the east portion of the project site, and commercial (office/retail) and hotel space for the west portion of the project site.² These

development assumptions, and the volume of sanitary sewage and stormwater runoff that would occur with development, were accounted for during the planning, design, and construction phase for the Sunnydale transport/storage facilities, which occurred during the early 1980's.³ A flood control project to expand an existing sewer and provide wet-weather drainage improvements in the Sunnydale watershed is currently underway. As with the original Sunnydale facilities, build-out of Executive Park is included within the development assumptions in the Sunnydale watershed for the flood control project.

Stormwater runoff from the residential portion of the proposed project site has been reviewed by the City as part of its review of the first five residential buildings that are currently under construction. Prior to any excavation and site preparation for the residential area, storm runoff was directed to the combined storm/sanitary sewer in Harney Way. Runoff from the residential area under construction will continue to be directed to the Harney Way sewer. Runoff from the remaining residential area that is part of the project under review in this SEIR and for the commercial portions of the project is proposed to be directed to the existing sewer located in Executive Park Boulevard, as for the proposed office buildings.⁴ No increase in capacity of this sewer is expected to be needed.

In 1998, the San Francisco Public Utilities Commission completed the Bayside Cumulative Impact Analysis to determine the effects of development in the Bayside on the volume and frequency of discharges from the sewer system.⁵ The Executive Park Development Plan was included in the baseline conditions of this analysis. It was not identified as a major development project that could have a measureable effect on the operation of the sewer system. The four major foreseeable development projects that were identified that could have a measurable effect on the operation of the Bayside sewer system include: Mission Bay, Hunters Point Naval Shipyard Redevelopment, Candlestick Point stadium retail/entertainment center, and development of Port waterfront properties. The analysis evaluated the individual effects of each project as well as the cumulative effects of all four major projects. The analysis concluded that none of the four major projects could cause sewer operations to violate

the requirements of the existing NPDES permit.

Total average annual flows from the 985-acre Sunnydale watershed, including both sanitary sewage and rainfall runoff, are about 1.07 billion gallons.⁶ Additional runoff and sanitary sewage from the project development would total about 20.3 million gallons per year (0.020 billion gallons per year), an increase of about 0.2%. This addition would not be significant in the context of the overall flows from the Sunnydale watershed, and would be about a 0.06% increase in flows from the entire Bayside area of the City. This increase would not create a significant impact on the City's combined sewer system or on Bay water quality.

The project would be required to include water conservation features such as low flow toilets (see also measure 14 in Chapter VI, Mitigation Measures). Any landscaped areas around proposed new buildings and in new parking areas would increase absorption and reduce the amount of annual stormwater runoff from the project site.

NOTES - Utilities and Public Services

1. Luk, Milani & Associates, *St. Francis Bay II, Hydrology and Hydraulic Calculations, Pre-Development and Post-Development*, December 2, 1998.
2. a. City and County of San Francisco, Department of City Planning, *Executive Park Development Plan Amendment, Final Subsequent Environmental Impact Report*, Planning Department File No. 81.197E, certified October 17, 1985.
b. City and County of San Francisco, Department of City Planning, *San Francisco Executive Park for the Yerby Corporation, Final Environmental Impact Report*, Planning Department File No. EE 75.198, certified August 12, 1976.
3. Beth Goldstein, Hydrologic Planning Group, Bureau of Engineering, Department of Public Works, City and County of San Francisco, telephone conversation with EIP Associates, November 15, 1998.
4. Gene Handa, Hydraulic engineering Section, Bureau of Engineering, Department of Public Works, telephone conversation, June 4, 1999.
5. City and County of San Francisco Public Utilities Commission, Clean Water Program, *Draft Bayside Cumulative Impact Analysis*, March 1998.
6. City and County of San Francisco Public Utilities Commission, Clean Water Program, *Draft Bayside Cumulative Impact Analysis*, March 1998, Table A3.

V. ENVIRONMENTAL EFFECTS NOT REQUIRING ADDITIONAL ANALYSIS IN THIS SEIR

The following effects of the Executive Park Development Plan project have been analyzed in the 1985 FSEIR and were either determined to be insignificant, or were mitigated through measures included in the project: visual quality, population, noise (except traffic noise), air quality (except transportation-related air quality), shadows, wind, utilities and public services, biology, geology and topography, energy and natural resources, hazards, and cultural resources. Pursuant to State CEQA Guidelines Section 15063, these issues are discussed briefly below in relation to current conditions and methodologies.

VISUAL QUALITY

The visual impacts of the project would not change from those discussed in the 1985 FSEIR (pp. 82-87); however, proposed modification of the project approvals would mean that a hillside trail would not be created on the south face of Bayview Hill to connect the project site to Bayview Hill Park. Instead, the project sponsor has proposed to revegetate the hillside with primarily native vegetation, as requested by the Recreation and Park Department. Views of the hillside would not include views of trails, picnic areas, and lookout points as proposed in the previous plan.

As discussed in the 1985 FSEIR, the project area layout is intended to preserve upper Bayview Hill as a dominant feature of the site; the lower and central portions of the hillside would be completely obscured by project buildings. The hill reaches an elevation of about 390 ft. within the project area. The office buildings would be located in height districts varying from 100-G to 200-I (about 8 to 18 stories tall), with the tallest height districts concentrated at Thomas Mellon Drive, and parking structures would be located in a 40-X height district, with structures located along the hillside parallel to the length of Executive Park Boulevard North as described in the 1985 FSEIR. The 263 residential units would be located in 60-X and 80-X

height districts (about 4-8 stories tall), with the 80-X height district in the center of existing and proposed residential units. The hotel would be located in an 80-X height district (about 6 stories tall), and the restaurant south of Alana Way would be located in a 40-X height district (about 3 to 4 stories tall). Actual building heights would probably be lower than permitted. The 40-foot-tall parking garages would generally not be visible from the south because views would be blocked by taller office buildings. The center office buildings would be oriented with their long exposures along a north/south axis; OB4 and OB8, on the east and west ends of the new office area, would be oriented with their long exposures on an east/west axis, different from the description in the 1985 FSEIR. The changed orientation of the buildings would not measurably change project views of Bayview Hill. As described in the SEIR, views from the south would be of office buildings extending from about one-half to two-thirds up the side of the hill. See Figure 3 on p. 11 for a representative office building section showing OB4 in relation to part of Bayview Hill.

The configuration of the additional residential buildings has not yet been determined; they would likely be four- to eight-story buildings with one to two levels of parking underneath. The orientation of the residential buildings' long exposures would not affect views of the hillside, because of the lower elevations. Changes in building design and orientation would not change the conclusions of the 1985 FSEIR about visual and urban design effects so long as the current height and bulk restrictions remain applicable.

For the central portion of the site, the proposed project includes a hotel just south of Executive Park Boulevard North. This area is relatively flat and at a lower elevation than the rest of the site. The hotel would not be visible from low-lying surrounding areas; however, it would be visible from U.S. 101 and the Candlestick Point State Recreation Area; the roof of the hotel and buildings above 100 ft. would be visible from Little Hollywood; project buildings would be visible from the Visitacion Valley neighborhood and from some developed areas in the City of Brisbane. The northern portion of the site, north of Executive Park Boulevard North, is visually prominent; new offices and parking garages would be visible from surrounding areas

though new residential buildings would mostly be blocked from sight from the west and southwest due to higher office buildings. The residential buildings would be most prominent from U.S. 101, south of the project site. Views to the project site would be altered from views of a mixed-use complex at the foot of Bayview Hill to views of a mixed-use complex extending up the slope of Bayview Hill. Views from Bayview Hill below elevations ranging from 140 ft. to 240 ft., would be partially obstructed by project buildings; views from elevations above 180 ft., including views from Bayview Park, to the horizon would not be affected. The lower stretches of Bayview Hill, which are currently sparsely vegetated, would no longer be visible. Most views of the Bay from U.S. 101 and from Bayview Hill Park would be fully preserved.

As described and illustrated in the 1985 FSEIR, the project would change the visual appearance of the site, but would not have a substantial negative effect on visual quality or substantially degrade or obstruct a scenic view from public areas.

The project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, mirrored glass would not be used, and the buildings would not result in glare affecting other properties. Mitigation measures from the 1985 FSEIR related to visual quality were imposed as conditions of approval in Planning Commission Motions 10461 and 13304. Project sponsor has agreed to continue to implement these conditions; see measures 24 - 29 in Chapter VI.

POPULATION

Project effects related to population, both employment and residential, would be similar to those discussed in the 1985 FSEIR (pp. 139-157). The project would not demolish any existing buildings, and thus would not displace employees or residents. The Executive Park site currently includes about 1,130 employees.¹ The proposed Executive Park Development Plan project would include about 2,155 new employees by the year 2001, and about 3,195 new

employees by the year 2004, resulting in a total of about 5,350 new employees.² San Francisco's employment is projected to grow from 534,610 employees in 1995 to 663,900 employees by 2015, for an increase of 24%.³ Project-related employment growth would constitute about 4.1% of citywide employment growth by the year 2015. This potential increase in employment would be minimal in the context of the total employment in greater San Francisco.

An estimated 309,620 households resided in San Francisco in 1995. By 2015, San Francisco households are expected to increase by 25,310 households to 334,930 households, an 8% increase. Using the Jobs/Housing Nexus Analysis methodology prepared as background for a proposed update of the Office of Affordable Housing Production Program (Planning Code Section 313), the project would create a demand for about 1,840 new dwelling units, or 7.3% of the projected citywide growth by 2015.⁴ The demand for dwelling units is about 335% of the total 550 residential units (287 units currently under construction and 263 units proposed as part of this project) planned for the site. Demand would be less if a greater than usual percentage of new employees are already employed and living locally.⁵ Compliance with the OAHPP is one way of satisfying a portion of the unmet housing demand. The potential for increased housing demand in and of itself is considered a potential socioeconomic effect of the project, not a physical environmental effect.⁶ The 1985 SEIR calculated housing demand under the then-existing OAHPP formula. The OAHPP formula resulted in an estimated housing demand of 444 units for the entire Executive Park site, including existing development and this proposed project (1,150,000 sq. ft. divided by 268 sq. ft./employee x 31% ratio of net addition of office workers residing in San Francisco to net addition of office employment x 45% additional workers in households which are additional households in San Francisco divided by 1.35 workers per household).

The location, affordability, and unmet demand for housing in the Bay region is an important policy issue that warrants continued attention by policy makers in San Francisco and other Bay Area jurisdictions. Increased unmet housing demand may result in an imbalance between local

employment and housing, which would indirectly result in long commutes and secondary traffic and air quality impacts. The EIR's analysis of potential secondary impacts such as transportation, air quality, and traffic noise are based on related projections regarding the location of housing and employment and this indirectly addresses the issue of housing demand. Specifically the assumptions regarding employee trip generation, trip distribution, and mode share, are based on data assembled from similar land uses within the area, and on accepted regional projections of housing production and job creation over the next 15-20 years. Both the existing data and the projections reflect a continued imbalance between housing and jobs in San Francisco, along with longer commutes within the City and across regional screenlines. However, project effects on traffic and air quality are not greatly influenced by the imbalance per se, that is, the effects of new employees not living in San Francisco is small relative to overall project-generated effects. These transportation and air quality effects are directly addressed with transportation mitigation to encourage a mode shift to transit; potential mitigation to provide additional housing is likely to have separate impacts not addressed here.

NOISE

Noise effects (excluding traffic noise) are discussed below in the context of current conditions and methodology. Excavation and building construction would temporarily increase noise in the project area. For example, the project would require breaking up the asphalt parking areas, and excavation for building foundations and the hotel parking. The trucks and equipment used for asphalt removal and excavation would be expected to generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. In general, construction noise could be up to 90 dBA at about 50 feet from some pieces of equipment. Pile-driving would not occur, as all buildings would be on spread footings. Noise levels at receptors near the project site would depend on the distance between the noise source and the receptor, and the presence or absence of noise barriers. To mitigate any impacts associated with noise generated from construction, the project would comply with regulations set forth in the San Francisco Noise Ordinance. The Noise Ordinance restricts construction

noise to levels below 80 dBA at 100 feet from the source during daytime hours (7 a.m. to 8 p.m.); nighttime construction requires a special permit from the Director of Public Works. The Noise Ordinance includes requirements that impact tools be equipped with intake and exhaust mufflers.

Construction, including foundation, structure, facade, and interior work, would be expected to last about 24 to 36 months for Phase 1 and about 24 to 36 additional months for Phase 2. Although construction noise could annoy nearby office workers and residents, particularly those adjacent to the project site, the impacts would generally be limited to the 12- to 14-month period of each phase when the foundations and exterior structural and facade elements would be built. Interior construction noise would be substantially reduced by the exterior walls. Based on this information, construction noise impacts would not be considered significant.

The dominant noise source near the project area is traffic, particularly from U.S. 101. The 1985 FSEIR (p. 124) found that existing noise levels would exceed the maximum outdoor levels recommended for residential uses, and noted that a noise-reduction analysis would be required by Title 24 of the California Code of Regulations for the then-proposed housing and hotel. Assuming that background noise levels have not changed dramatically or decreased since preparation of the 1985 FSEIR, the noise reduction analysis would still be required by Title 24. Under this regulation, the design of housing and hotel units must limit exterior noise so that interior noise levels are below 45 dBA (L_{dn}). Compliance with Title 24 would be based on considering worst-case existing or future noise levels for at least 10 years from the time of submitting the building permit application. Because the noise insulation required by Title 24 would be included in the design of the proposed project's housing and hotel, the proposed project would not be substantially impacted by the existing or future traffic noise levels and no violations of Title 24 are expected.

The proposed project would include mechanical equipment, such as air conditioning units and chillers, which could produce noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code. Compliance with Section 2909 of the Noise Ordinance would minimize noise from building operations. Measures from the 1976 FEIR intended to reduce less-than-significant noise effects are proposed as part of the project, and are items 32 and 33 in Chapter VI, Mitigation Measures.

AIR QUALITY

Transportation-related air quality effects are discussed above, in Chapter IV. The 1985 FSEIR describes construction-related air quality impacts as a nuisance, which would not likely cause long-term violations of air standards (1985 FSEIR, pp. 117-118). The BAAQMD considers construction air emissions to be less than significant as long as reasonable measures are taken to control the emissions. Mitigation measures from the 1985 FSEIR included in the project to reduce construction-related dust are included in Chapter VI, Mitigation Measures, below.

SHADOWS

Shadows from the proposed residential portion of the project, and the residences now under construction, were assessed in an *Addendum to the 1985 FSEIR* (February 13, 1992). The Addendum found that new shadows on Recreation and Park Department properties on Bayview Hill and 3Com Park would not have an adverse effect on use of the parks based on both duration and location (*Addendum*, pp. 3-4). As noted in the 1985 FSEIR, shadows from the office buildings and parking structures would not shade any portion of Bayview Hill Park due to the upward slope of the hill and the southern and eastern direction of shadows from the buildings. This analysis and conclusion would not be changed due to the new configuration of OB4 and OB8. The project buildings (office, hotel, retail, and residential) would be within the height limits analyzed in the 1985 FSEIR. The hotel would add shadow to a portion of Candlestick Point State Recreation Area; however, this park is a state park and is not subject

to the provisions of Proposition K (1985 FSEIR, pp. 87-91). The portion of the park that would be shaded is used for bike trails, a bird overlook, and picnic areas; use and enjoyment of these areas would not be substantially affected by the project.

WIND

The 1985 FSEIR found that the project would cause little or no change on existing average wind speeds around OB1, OB2, or at off-site locations including 3Com Park, Little Hollywood, Bayview Hill Park, and the Candlestick Point State Recreation Area. The changes in this project—changed orientation of OB4 and OB8, changed location of retail uses from a central plaza to the Executive Park Boulevard North street frontage—would not be expected to change the analysis or conclusions of the 1985 FSEIR. In general, the project would be expected to reduce average wind speeds in the northern and eastern portions of the project site. Mitigation measures from the 1985 FSEIR to reduce wind effects, through placement and design of building entrances, are presented in Appendix A.

UTILITIES AND PUBLIC SERVICES

The Initial Study (dated September 29, 1982) for the 1985 FSEIR found that no significant effects would be expected from the project on solid waste disposal, water capacity, police and fire protection services, and utilities and communication facilities. These areas are discussed below in the context of current conditions.

San Francisco's solid waste is disposed of at the Altamont Landfill, which will be able to accommodate San Francisco's solid waste stream well into the future. The solid waste associated with project construction and operation would not substantially affect the foreseeable life of the Altamont Landfill.

The San Francisco Water Department (SFWD) supplies water to the City and County of San Francisco, including the project site. The SFWD serves a total population of about 2.3 million people, providing water to residential, commercial, and industrial customers in the San Francisco Bay region and some Central Valley users. Consumption within the City and County of San Francisco is currently about 90 MGD. Total system-wide consumption is about 250 MGD.

At buildout, the proposed project would consume a total of about 320,000 gallons of water per day, which would be an increase of about 170,000 gallons per day; the estimated current consumption is 150,000 gallons per day. This would incrementally increase the demand for water in San Francisco. However, the new construction would be designed to incorporate water-conserving measures, such as installing low-flush toilets and urinals, as required by California State Building Code section 402.0(c), and as specified in mitigation measures from the 1985 FSEIR, which are included in Appendix A. Although California Public Resources Code Section 21151.9 does not apply to the project, the San Francisco Public Utilities Commission staff has determined that water resources are sufficient to serve the proposed Executive Park project.⁷ The project site would continue to be served by the University Mound Reservoir. Because the project would not result in a substantial increase in water use and existing water resources are sufficient to serve the project site, the project would not result in a significant impact.

The project at full buildout would require a minimum of a 12-inch water main to provide flow sufficient for fire-fighting.⁸ The City Distribution Division of the San Francisco Water Department indicates that the existing water main in Executive Park Boulevard is a 12-inch main.⁹ If necessary, pumps would be provided to provide sufficient pressure at upper levels of one or more of the proposed project buildings. The building permit process for buildings beyond Phase 1 development at Executive Park would ensure that water delivery systems are adequately sized.

The project site presently receives police and fire protection services, and the project would create little additional demand for fire and police services in the area. Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on-site, the increase in responsibilities would not likely be substantial in light of the existing demand for police and fire protection services in the area.¹⁰ Mitigation measures from the 1985 FSEIR are proposed as part of this project; thus the project would provide internal security measures, such as security guards, well-lighted entries, alarm systems, and emergency communications systems, power supply and water supply for office uses to minimize the need for police and fire services and to reduce hazards to building occupants during an earthquake or fire (see Appendix A). The Fire Department would review circulation plans and building plans to ensure adequate access. Furthermore, the increase in demand would not require the construction of any new police or fire prevention facilities. For these reasons, the project would not cause significant impacts related to police or fire protection services.

The project site is already served by power utilities and communication facilities. The new buildings would tap into the existing power and communications grids. Therefore, no new power or communications facilities would be necessary as a result of project implementation.

BIOLOGY

Development of the project site would not affect plant or animal habitat. No known rare, threatened or endangered species exist on the project site. The project would not interfere with any resident or migratory species. No mature trees would be removed. The 1985 FSEIR (pp. 137-139) noted that the endangered San Bruno elfin and Mission blue butterflies and the rare Callippe Silverspot butterfly were known to occur just north of the project site in Bayview Hill Park. In 1985, and again in 1992, neither these butterflies nor their food hosts were identified on the project site.

The plan approved in 1985 proposed hillside trails above the 180 ft. contour line on the south face of Bayview Hill. As noted in the 1985 FSEIR, development of the hillside trails would decrease the value of existing habitat, reduce available forage for animals, and indirectly affect flora and fauna on Bayview Hill by increasing human activity on the hillside. These effects were not considered significant in 1985. More recently, the Recreation and Open Space Element of the City's *General Plan* has been amended to designate 13 significant natural areas, one of which is Bayview Hill Park.¹¹ The Recreation and Park Department is in the process of restoring California native vegetation in these areas and considers that building trails on the face of the hill and bringing people to the park along these trails could interfere with the restoration. Therefore, the proposed hillside trail system on the project site is proposed by the sponsor to be deleted as a condition of approval. The project sponsor would substitute hillside revegetation or a fund to support revegetation by the Recreation and Park Department. Mitigation measures from the 1985 FSEIR and from the 1992 modifications to conditions and mitigation measures related to planting the hillside on the project site, are proposed as part of this project; they are listed in Chapter VI, Measures, 48-56.

GEOLOGY AND TOPOGRAPHY

The Community Safety Element of the *San Francisco General Plan* has been updated since publication of the 1985 FSEIR. The updated Element contains maps that show areas subject to geologic hazards. As noted in the 1985 FSEIR (pp. 63-66), the project site is located in an area subject to ground shaking from earthquakes along the San Andreas (six miles southwest) and Northern Hayward (13 miles east) Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element). The project site is not subject to liquefaction because the project soils are typically dense and consist mainly of silt and clay. Mitigation measures from the 1985 FSEIR are proposed as part of this project (see Chapter VI, Measures 35-47, and Appendix A).

As discussed in the 1985 FSEIR (pp. 132-136), the project would alter the topography of the site by replacing the existing man-made terraced topography of Bayview Hill with a series of level benches separated by moderately steep slopes. Since the project would alter man-made, and not natural, topographical features, the project would not affect any unique geologic or physical features of the site. No further analysis of geology and seismicity is required in this Supplemental EIR.

ENERGY AND NATURAL RESOURCES

The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. For this reason, it would not cause a wasteful use of energy. Therefore, energy consumption requires no further analysis in the Supplemental EIR. Mitigation measures from the 1985 FSEIR are proposed as part of this project (see Chapter VI, Measure 34, and Appendix A).

HAZARDS

As noted in the 1992 Addendum, a literature search was conducted to document known historic hazardous materials usage on-site; no information was produced to suggest historic uses that would have produced hazardous waste on the project site. As noted in the Initial Study to the 1985 FSEIR (p. A-19), no impacts from hazards would be expected from development of the project; an evacuation and emergency response plan would be developed by the project sponsor in consultation with the Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency (p. A-20). The project sponsor's plan would be reviewed by the Office of Emergency Services. This emergency plan is a mitigation measure from the 1985 FSEIR and is listed in Appendix A. Hazards do not require further analysis.

CULTURAL RESOURCES

The 1985 FSEIR, as summarized in the 1992 Addendum, noted that cultural deposits associated with a shell mound have been identified on portions of the project site, specifically in the vicinity of the proposed hotel. This shell mound is known as CA-SFR-7, and is also known as Nelson's #387, the Crocker Mound and the Bayshore Mound. Other unidentified cultural resources could be located on the project site. Mitigation from the 1985 FSEIR is proposed as part of this project (see Chapter VI, Measure 13). Thus, the project would include measures to monitor site excavation and to conduct archaeological testing in the area of the hotel.

The portion of the project site currently proposed for development is vacant and would not conflict with established recreational, educational, religious, or scientific uses of the area. No buildings on the project site are designated city landmarks. Thus, the project would not create new significant effects on cultural resources that have not been mitigated.

Mitigation measures related to potential impacts from construction noise and hazards; and potential impacts on open space, energy, wind, biological resources, and cultural resources are proposed as part of the project and are summarized in Chapter VI, below.

NOTES - Environmental Effects Determined Not To Be Significant

1. Employment equals about 1,127 employees [OB1 and OB2 are fully occupied, and OB3 is 85 % occupied resulting in 303,500 sq. ft. (85 % of 320,000) divided by 275 sq. ft./per person = about 1,104 employees; Retail employees equal 2,500 sq. ft. divided by 350 sq. ft./per person = about 7 employees. Residential employees will equal 221,000 sq. ft. divided by 14,000 sq. ft. = about 16].
2. Phase One employment equals about 2,156 employees [OB4 and OB5 would be fully occupied resulting in 540,000 sq. ft. divided by 275 sq. ft./per person = about 1,964 employees; Retail employees equal 62,500 sq. ft. divided by 350 sq. ft./per person = about 179 employees. Residential employees equal 178,500 sq. ft. divided by 14,000 sq. ft. = about 13.].

Phase Two employment equals about 3,196 employees [OB6, OB7, and OB8 would be fully occupied resulting in 784,000 sq. ft. divided by 275 sq. ft./per person = 2,851 employees; Retail employees equal

V. Environmental Effects Not Requiring Additional Analysis in this SEIR

30,000 sq. ft. divided by 350 sq. ft./per person = 86 employees; Hotel employees equal 350 rooms divided by .74 employees/per room = 259 employees.] Factors derived from 1985 FSEIR, p. 141.

3. City forecasts of population and jobs are from the Association of Bay Area Governments *Projections '98—Forecasts for the San Francisco Bay Area to the Year 2020*, December 1997.
4. The estimated housing demand resulting from the project is calculated by multiplying the estimated project-related increase in employment (5,352 employees) by the fraction of San Francisco employees who live in the City (55%). This result, the approximate number of project-related employees who would live in the City (2,944), is then divided by the average number of San Francisco workers in households where San Francisco workers reside (1.6). The estimated housing demand would be about 1,840 units (5,352 x 0.55 divided by 1.6 = 1,840). Formula derived from Keyser Marston Associates, Inc., *Jobs Housing Nexus Analysis*, prepared for San Francisco Planning Department, June 1997.
5. Total San Francisco population and housing estimates derived from Keyser Marston Associates, Inc., *Jobs Housing Nexus Analysis*, prepared for San Francisco Planning Department, June 1997. City and County of San Francisco Planning Code, Section 313.3 the Office Affordable Housing Production Program Ordinance (OAHPP), applies to office development in areas outside the jurisdiction of the San Francisco Redevelopment Agency and the state of California. The OAHPP approach is used here as an evaluation tool. The San Francisco Planning Department is presently evaluating revision and expansion of the OAHPP ordinance to apply to other non-residential land uses. Retail and entertainment, hotel, medical-related, cultural and institutional, and research and development are the additional building types and land use activities under study. Proposed legislation developed by the Planning Department will be presented to the Planning Commission and the Board of Supervisors for adoption in 1999.
6. CEQA does not require an analysis of socioeconomic effects and indicates that these effects "shall not be treated as significant effects on the environment." Nonetheless, socioeconomic effects "may be included in an EIR or may be presented in whatever form the agency desires" (State CEQA Guidelines Section 15131). In the absence of a legal requirement to include an analysis of socioeconomic effects, this environmental analysis, and others prepared in San Francisco, do not generally address socioeconomic issues per se, but focus on the potential secondary or indirect physical consequences of social or economic changes.
7. Michael P. Carlin, Manager, Resources & Planning, City and County of San Francisco Public Utilities Commission, Bureau of System Planning, Environment & Compliance, Letter to Diane Wong, Planning Department, dated May 27, 1999.
8. Stephen Hellman, Hellman/Lober Consulting Mechanical Engineers, letter to Frank Wong, AIA, F+A Architects, project architect, October 26, 1998.
9. Note by Joe Pelayo, Engineer, San Francisco Water Department CDD, on drawings received by Project Sponsor on July 26, 1997.
10. Allocation of police force would be adjusted to serve the development if necessary. Jim Degnan, Public Affairs Officer, San Francisco Police Department, telephone conversation with EIP Associates, March 25, 1999.
11. City and County of San Francisco, San Francisco General Plan, Recreation and Open Space Element, Objective 2, Policy 13, added by City Planning Commission Resolution No. 13149, adopted August 15, 1991.

VI. MITIGATION MEASURES PROPOSED TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

This chapter presents the mitigation measures that address significant environmental impacts of the proposed project, as discussed in Chapter IV, Environmental Setting and Impacts, or as analyzed in the 1985 FSEIR and summarized in Chapter V, Environmental Effects Not Requiring Additional Analysis In This SEIR. The mitigation measures either reduce or avoid significant impacts. Some measures, while not required to reduce significant impacts, are described here to address concerns about event day traffic and construction activities. These measures could be adopted by the Planning Commission as conditions of project approval, if the project were approved.

Measures from the 1985 FSEIR and the 1976 EIR that remain applicable to the proposed project have been incorporated in this SEIR. Of the measures from previous documents, some have been included as part of the proposed project, and others are identified in this SEIR for decision makers' reconsideration. A few former mitigation measures are no longer applicable; others were found infeasible and rejected or were rejected as outside decisionmakers' jurisdictions in previous approval actions. These latter measures were re-examined to determine current applicability, and were included in this Chapter if they remain applicable and should be reconsidered in acting on the proposed project. Mitigation measures from previous environmental review documents are summarized and their status is noted in Appendix A.

A. MITIGATION MEASURES INCLUDED IN THE PROJECT TO REDUCE SIGNIFICANT IMPACTS

The following mitigation measures have been included as part of the project by the project sponsor to reduce or avoid otherwise significant environmental impacts. All of these mitigation measures were conditions of previous Planning Commission project approvals.

LAND USE

1. In accordance with the objectives of the Environmental Protection Element of the Comprehensive Plan, approximately 26 acres of the project area would remain in open space on the upper slopes of Bayview Hill to provide continuous open space with Bayview Park.

TRANSPORTATION

2. The sponsor would provide the recommended off-street loading and service space contained in Exhibit A of City Planning Commission Resolution 9286 [17 spaces for the overall development]. That resolution requires more off-street loading than the existing City Planning Code.
3. As the project becomes fully occupied, the sponsor would work with SamTrans to provide service for on-site bus stops by SamTrans mainline express routes. The sponsor has discussed required employee usage with SamTrans and would continue to do so.

In July, 1981, the sponsor and SamTrans surveyed the tenants of OB1 to determine the demand for transit service to the site. OB1 and OB2 were also surveyed in October 1982.

This measure calls for continuing to work with SamTrans to determine when demand for transit to the Peninsula reaches a level that would justify providing bus service at the project site.

4. The project sponsor would provide shuttle service to the Executive Park site from the downtown e.g., from the Transbay Transit Terminal) as required by the demand for such service by project employees. Project sponsor would continue to provide shuttle service from the Bayshore Caltrain station, the Balboa Park BART station, and at MUNI and SamTrans stops along Bayshore Boulevard. The need to continue or modify shuttle service would be reviewed annually by the project sponsor in consultation with the Planning Department.
5. The Planning Commission could continue to make building permit approval contingent upon performance of agreed-upon mitigation measures (this could include attainment of previously determined goal for ridesharing, transit use or other TSM components, as well

as the physical construction of roadway improvements) and the development of other measures found necessary at that time.

6. Construct the following roadway improvements when field measurements of traffic conditions indicate that improvements are warranted to maintain conditions at LOS D or better:
 - a) Widen Alana Way from Executive Park West to Thomas Mellon to 4 lanes
 - b) Contribute 25 % toward widening Alana Way from Executive Park West to Beatty to 5 lanes
 - c) Contribute 25 % toward restriping Alana Way between Executive Park West and Beatty Avenue to 4 lanes
 - d) Widen Harney Way from Executive Park East to Thomas Mellon to 5 lanes
 - e) Contribute 25 % toward widening Executive Park West from Alana Way to Blanken Avenue to 4, then 5 lanes
 - f) Widen Executive Park East from Harney Way to Executive Park North to 4 lanes
 - g) Contribute 25 % toward widening the Beatty Avenue southbound on-ramp to U.S. 101 to 2 lanes
 - h) Modify the intersection of Blanken Avenue and Executive Park Boulevard West
7. Provide signalization when warranted by traffic volume increases, based on field measurements of traffic conditions, at the intersections of Alana Way at Executive Park Blvd. West, Alana Way at Harney Way, Harney Way at Executive Park Boulevard East, and contribute 25% toward signalization of Alana Way at Beatty Avenue at the southbound U.S. 101 ramps, and Harney Way at Executive Park Boulevard West Extension (if constructed).
8. Contribute 25% toward installation and maintenance by Caltrans of ramp-metering signals at Alana Way at the Beatty Avenue southbound on-ramp to US 101, and at the Harney Way northbound on-ramp to US 101, and add a by-pass lane for high-occupancy vehicles (carpools, vanpools) and transit vehicles by restriping and widening the Harney Way northbound on-ramp to US 101.

The 25% contribution toward circulation changes in measures 6 through 8, above, was required in Planning Commission Motions 10451 and 13304 for locations identified as "regional" in that they would serve development other than that from the project site. The "regional" circulation changes were identified as those west of Executive Park Boulevard West. Project sponsor may request decision makers to consider modifying the 25% contribution to an amount related directly to the project's estimated contribution to cumulative increases in traffic volumes.

9. Limit the number of parking spaces provided for single-occupant drivers, to be applied at each development phase or approval of each building, with more lenient limits in earlier phases of development and more stringent in later phases.
10. Employ a transportation broker, whose responsibility would be to work with building tenants and employees, the Planning Department, RIDES for Bay Area Commuters and other carpool matching services, MUNI, SamTrans, and other agencies to continue to implement Transportation System Management (TSM) programs for the entire Executive Park site, which would include, but not be limited to: designation of preferential parking spaces for carpools and vanpools (3 or more occupants per vehicle) at locations closest to building entrances; the initial number of preferential parking spaces shall be based on current percentage of on-site employees who rideshare, as demonstrated by employee surveys.
11. Within six months after full occupancy of each building, submit to the Planning Department a preliminary report outlining TSM program activities and progress to date, and outlining a proposed long-range TSM plan for implementation as the project nears completion. In addition to the shuttle service from BART and the Caltrain station that is already operating, such a long-range plan shall include, but not be limited to, such actions as: increasing the number of preferential parking spaces for carpools and vanpools; providing direct transit service into the Executive Park site by SamTrans, as the level of employee population warrants; and instituting flex-time or alternative work schedules by various tenants.

AIR QUALITY

12. The project sponsor would require the contractor(s) to spray the site with water at least twice per day during excavation and construction activities. Ordinance 175-91, passed by

the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

Regional and cumulative air quality impacts due to project-related traffic would be reduced by some of the transportation mitigation measures listed above. It is not expected that transportation mitigation measures would be sufficient to reduce significant air quality impacts to less-than-significant levels.

CULTURAL RESOURCES

13. Prior to issuance of a site permit, the project sponsor shall retain an historical archaeologist (or other qualified expert) to perform archival research and site inspection to determine the potential for discovery of cultural or historic artifacts on the site. This investigation shall include the known shell mound site in the vicinity of the project area. Results of this investigation, and a plan for any further investigation that may be appropriate, shall be reported to the Environmental Review Officer (ERO).

The ERO, in consultation with the Secretary to the Landmarks Preservation Advisory Board and the archaeologist, shall determine whether the archaeologist should instruct all excavation and foundation crews on the project site of the potential for discovery of cultural or historic artifacts, and the procedures to be followed if such artifacts are uncovered.

In the event of high probability of discovery of cultural or historical artifacts, the ERO may require that an archaeologist be present during site excavation and record a daily log of observations. The ERO may also require cooperation of the project sponsor in assisting such further investigations on site as may be appropriate prior to or during project excavation even if this results in a delay in excavation activities.

Should cultural or historic artifacts be found during project excavation, the archaeologist would assess the significance of the find, and immediately report to the ERO and the Secretary of the Landmarks Preservation Advisory Board.

The ERO would then recommend specific mitigation measures, if necessary, in consultation with the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate. This maximum of four weeks shall include any other time periods for which the ERO has required a delay in excavation activities.

UTILITIES AND PUBLIC SERVICES

14. Incorporate low-flow faucet and toilet fixtures into the design of each building to reduce water consumption.

B. MEASURES IDENTIFIED IN THIS REPORT TO ADDRESS SIGNIFICANT IMPACTS

TRANSPORTATION

15. To address the project's contribution to cumulative traffic impacts on freeways, freeway ramps and local intersections, the project sponsor could implement and expand the existing Transportation Management Plan to include the following features:

a. Transit/Shuttles

- increase the frequency of shuttle service to accommodate additional demand and expand shuttle service hours
- coordinate shuttle schedules with BART, Caltrain and SamTrans schedules
- require tenants to provide subsidized transit passes
- require tenants to provide "guaranteed ride home" service for those who may need to work beyond shuttle or transit service hours

- provide on-site sale of transit passes
- b. Parking Pricing and Parking Operations
 - provide preferential parking for carpools
 - monitor parking use, including carpool demand, and adjust the number of designated carpool spaces to meet demand
 - establish fees for non-carpool parking to discourage use of single occupant vehicles. The use of fees should be balanced with the need to discourage parking in adjacent neighborhoods such as Little Hollywood
- c. Ridesharing
 - provide preferential parking, and reduced parking rates or free parking for carpools, as listed above in 15.b
 - require tenants to provide “guaranteed ride home” services for carpools who must occasionally work beyond the hour that their carpool leaves in the evening
 - provide a rideshare registry serving all project site employees, with address-matching service to assist in carpool formation
- d. Variable Work Hours
 - encourage tenants to permit staggered work hours, compressed work weeks and flextime for employees

In general, a successful Transportation Management Plan could result in a reduction in vehicle trips in the range of 6% to 20%.¹ Effective TDM programs usually employ a wide variety of TDM alternatives and strategies, each mutually supporting the overall objective of vehicle-trip reduction.

16. To alleviate the poor operating conditions at the U.S. 101 on-ramps at Harney and Alana/Beatty, a new interchange could be constructed with U.S 101 at this location when warranted by traffic volumes. The project sponsor could be responsible for a fair share contribution towards funding this measure based on the project’s expected percentage usage of the interchange.

By providing additional ramp capacity, acceleration and deceleration lanes, and an overcrossing of the freeway, the operating conditions of the ramps would improve and the poor operating conditions on the U.S. 101 on-ramps associated with the 2015 Cumulative traffic volumes would be reduced. By improving ramp operations, the operating conditions at the nearby intersections would also be improved. Additional studies would be necessary to identify the design and effectiveness of a new interchange. At this time, preliminary plans for the interchange have been proposed by the City of Brisbane, which would include a full set of on- and off-ramps, would extend Geneva Avenue to the interchange, and would provide for a potential transit (light rail) extension from Third Street to Candlestick Point. This schematic has not yet been formally reviewed by the City and County of San Francisco or Caltrans. Depending on the design and configuration of the new interchange, it may eliminate some of the surrounding intersections, such as Alana/Beatty, Alana/Executive Park West, Harney/Alana/Thomas Mellon and Harney/Executive Park West (with the Original and Revised Executive Park West Extension configurations). Further details on this new interchange, in terms of configuration, lane requirements, amount of land acquisition and financing, were not available at the time of publication of this SEIR.

If an interchange is designed and approved at this location, the proposed mitigation measure could be applicable to all potential new development in the vicinity of the proposed project, such as the proposed 49ers stadium and mall and the Brisbane Baylands development. Additional discussions between Caltrans, the City of Brisbane, San Francisco, and other decisionmakers would be required to determine the appropriate formula and assumptions for determining each project's projected use of the interchange and its contribution to construction costs. Additional studies would be needed to identify the cost and design of a new interchange.

17. Supply additional parking within the existing and proposed Executive Park parking facilities by providing valet-attended parking for employees and/or visitors.

Alternatively, an off-site parking facility in the project vicinity could be provided, with shuttle service to Executive Park.

This measure, to reduce the significant impact of spill-over parking in Little Hollywood, would not be applicable if the Increased Parking Variant, described in Section III, Project Description, on p. 10, were approved.

In general, valet operations are able to park 10 to 25 percent more vehicles in a given space (depending on the configuration) as compared to self-parking.² The amount of additional parking that could be provided at Executive Park by the implementation of valet service would depend upon the extent of the service (i.e., the entire site or only portions, such as within the proposed garages). However, the maximum amount of additional parking on the entire Executive Park site (excluding the residential neighborhood) as a result of valet service would be about 810 spaces, which would not be sufficient to eliminate the 1,870-space shortfall.

Due to the auto-oriented location of Executive Park and the constraints on increasing transit service to the site, it is not anticipated that a parking shortfall of 1,870 spaces could be eliminated by any one measure alone. To eliminate the 1,870 parking space shortfall, there would need to be a reduction in the office journey-to-work auto trips of 2,410 person-trips, a reduction of about 50 percent. For example, in order to eliminate the shortfall by increasing ridesharing, the average vehicle occupancy (AVO) for employee work trips would need to increase from 1.29 to 2.63 persons per vehicle. This average vehicle occupancy would be extremely difficult to achieve given the isolated location of Executive Park. Instead a combination of measures, including providing alternative parking facilities, would be needed to reduce the parking shortfall.

Spillover parking in Little Hollywood also could be reduced by implementing strategies to reduce the long-term demand associated with employee trips. Measures to reduce the number of employee vehicle-trips to the site include travel demand management measures such as

telecommuting, increasing use of transit and alternative modes such as bicycles and shuttles, and increasing ridesharing, as described in Measure 15, above, to reduce traffic impacts.

The following represents an example of how application of the various measures would affect the parking demand and shortfall.

Implementing measures that would double the transit usage by office employees from 7 percent to 14 percent of journey-to-work trips, would reduce the parking shortfall by 260 vehicles. This measure would increase the PM peak hour transit/shuttle trips by 170 one-way trips. The 170 trips represent about eight shuttle vehicle trips (assuming occupancy of about 20 persons per shuttle), in addition to the five trips that would be required under Baseline plus Project conditions for a total of 13 shuttle trips during the PM peak hour (a headway of every five minutes).

If, in addition to the increased transit service, the number of employees per vehicle were to be increased, the shortfall would be decreased further. (In order to accomplish the increase in AVO, an aggressive Travel Demand Management program would need to be implemented.) If the number of persons per vehicle for employees taking auto mode to work (either passenger or driver) were increased from 1.29 to 1.66 persons per vehicle (San Francisco Planning Commission Motion No. 10461 specified an AVO of 1.66 persons per vehicle as on overall commute occupancy rate for all Executive Park employees), the shortfall would be reduced by 970 vehicles.

Therefore, even with the combination of an increase in transit usage and an increase in AVO, the parking shortfall of 1,870 vehicles would be reduced by 1,230 (260 + 970) vehicles, and there would be a remaining shortfall of 640 vehicles. In order not to impact the Little Hollywood neighborhood, these vehicles would need to be accommodated by providing valet

parking or additional parking at an off-site location (e.g., at the 3Com Park stadium parking lot) and shuttled to Executive Park.

18. The mass transit system plan and the incremental improvement plan for the Peninsula Corridor to be developed under Senate Concurrent Resolution No. 74 [enacted on June 4, 1984] could be implemented to mitigate future freeway congestion.
19. SamTrans could provide transit service to bus pads at the Alana Way and Harney Way interchanges that could be installed by Caltrans.
20. The San Mateo County Transit District (SamTrans) could amend the County Transit plan to recommend SamTrans bus connections to the proposed project.

AIR QUALITY

21. Spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during excavation and construction at least once per day to reduce particulate emissions, all as called for in BAAQMD *CEQA Guidelines* to address construction air quality effects.

C. MEASURES TO ADDRESS NON-SIGNIFICANT IMPACTS

Measures Identified in This Report

Transportation

The following measures would reduce transportation impacts identified as non-significant environmental effects in Chapter IV, above. They would help to improve traffic conditions on event days at 3Com Park and during construction.

22. Traffic Education Program

To alleviate access issues for the employees, residents, and visitors of Executive Park, the sponsor shall develop an event day traffic information program to include the following elements:³

- providing information annually by mail to each resident;
- posting at each building any information supplied by the Recreation and Park Department or the event sponsor, when and as supplied, to provide information to residents regarding what events are occurring and how it will affect traffic patterns.

23. Coordination of Construction Activities

Ensure that project construction activities are coordinated with other construction activities occurring within the project vicinity.

Measures Proposed in Previous Environmental Review Documents

The following measures were listed as mitigation measures in the 1985 SEIR and the 1976 FEIR, and were adopted as conditions of approval in the project's Conditional Use authorizations.

Urban Design and Visual Quality

24. Step new structures back into the hillside to reduce their bulk, reduce the visual scale and massing of the project, and maximize views of the upper slopes of Bayview Hill.
25. Provide landscaping, erosion control and hydroseeding measures to repair the damaged slopes of Bayview Hill on the project site and help return the Hill to a more natural condition.
26. Landscape streets and the embankment of US 101 on the project site.
27. Continue to design structures in the western part of the site, near US 101, to be lower in height than structures on other portions of the site to preserve view corridors to Bayview Hill and the Bay and to provide a transition in scale from the Little Hollywood area to the shoreline.

28. Select outdoor materials for their ability to withstand airborne salt and chemicals to reduce the effects of the marine environment in corroding the exteriors of buildings.
29. Design buildings to control water runoff over their surfaces, particularly where corrosive contaminants caused by salt water in the air could collect.

Wind

30. Provide landscaped windbreaks with berms, trees, and other vegetation along pathways, plazas, and waiting areas.
31. Locate building entrances on the leeward sides of buildings and install double or revolving doors to minimize wind penetration. Design buildings so that the main entrances and pedestrian spines are oriented to provide maximum sunlight for pedestrian comfort under wind conditions.

Noise

32. Screen or enclose stationary noise sources (rooftop or exterior air conditioning units, fans, etc.) within the project to minimize effects on nearby project area sidewalks and the Candlestick Point State Recreation Area.
33. Screen open space areas on the developed portion of the site (plazas and terraces) from traffic-related noise by dense building materials, berms, or other physical or landscape features capable of deflecting or absorbing sound.

Energy

34. Incorporate the following general measures into the final design of each proposed structure:
 - Locate all hot water heaters as close as possible to the point(s) of use and insulate all hot water pipes.
 - Use primarily energy-efficient interior and exterior lighting, such as fluorescent fixtures, in office buildings.

- Install multiple trash bins in place of single units to encourage source separation of recyclable material.
- Use photocell-activated switches to activate all exterior lighting and all parking area lighting.

Geology, Seismicity and Hydrology

35. Remove loosely embedded boulders from the face of the final excavated slope to reduce the potential for damage from loosely embedded boulders.

This measure would reduce the effects of potential differential weathering, which could cause potentially unstable boulders to roll downslope as a result of undercutting or earthquake groundshaking.

36. Replace existing fill and any soft, weak or expansive materials encountered within the building sites with properly compacted fill.
37. In areas to be filled, clear the surface of trash, organic material and debris, then strip the upper two to three inches of soil to remove grass and other vegetation and stockpile this material for landscaping uses later.
38. If seepage is encountered in fill areas, install subdrains to aid in draining the areas to reduce long-term maintenance problems, as was done for OB 3.
39. Install horizontal drain pipes (hydraugers) or gravel subsurface drains to divert groundwater from the surface of weak, sheared rocks, as required to reduce potential slope instability caused by seepage
40. Clean up immediately any future slumps or slides during project development to prevent debris from blocking surface drainage and directing runoff off benches towards the slope, resulting in erosion.
41. Plant cut slopes as soon as possible after excavation to reduce surface erosion and improve stability. Use predominantly native California plants, requiring a minimal

amount of water, to reduce the potential for erosion and saturation of the hillside slopes.⁴ Perform hillside planting and hydroseeding of slopes soon after excavation and prior to the November-April rainy season.

42. Slope all benches (or the toe of each slope) to drain away from the slope face and provide concrete, asphalt- or gunite-lined V-ditches along uphill side of the benches to collect and divert surface water away from the slopes, to reduce erosion. Direct runoff from individual benches into culverts that discharge into storm drains or suitable discharge points. Use landscaping to prevent views of the ditches.
43. Use a gradual cut in the final design of the hillside grading scheme. Excavate the hillside to no steeper than 1.5:1 slope (horizontal:vertical), with benches about 30-40 ft. apart vertically to improve overall stability, permit equipment access for maintenance, and facilitate landscaping. The average slope of the project would be 2.25:1 as compared to the average of 2:1 specified in Planning Commission Resolution No. 7547.
44. Remove most of the small slumps; remove all debris from existing slides and slumps; and redirect surface draining and seepages around the slides.
45. Maintain a buffer zone between the toes of the steeper slopes and building sites to increase slope stability and protect buildings from possible damage by slides. In other areas, develop retaining walls to protect buildings from possible damage by slide.
46. Reach an agreement between the City and project sponsor and project engineers for periodic maintenance inspection of mutual boundaries, installation of an interceptor drainage system adjacent to Bayview Park, and continuous maintenance of the upper slopes of the project adjoining the park. Establish the cost to the City as part of this negotiation.
47. Conduct detailed foundation investigations and engineering analysis for each site to insure use of proper techniques to minimize the adverse effects of consolidation of foundation material such as uneven settling of buildings, and to provide resistance to seismic stress.

Ecology

48. Develop a landscaping plan for the site, to include but not be limited to: complete coverage of visible, stepped hillside with trees, shrubs and ground cover; adequate landscaping to screen surface parking areas from vantage points both inside and outside

the project area; a regular schedule for maintaining all landscaped areas; and legally binding bond or other security guarantee to cover the cost for maintenance of landscaping.

49. Develop a landscaping program to be approved by Planning Department staff as part of the review of each building permit application. Where appropriate, landscape developed and undeveloped portions of the site with native plants to ensure increased potential for plant survival to maximize the habitat value of this vegetation for native wildlife, and to discourage expansion of populations of urban-adapted wildlife pests. Install botanical markers along the hillside trails to identify native plant species.
50. Locate group plantings of shrubs and trees at intervals on the upper slopes, generally above the 120-ft. contour, to provide shelter for birds and small terrestrial wildlife. Use predominantly native species to reduce the need for fertilizer, pesticides, and excessive watering, all of which could affect marine life exposed to site runoff.
51. On portions of the site generally above the 120 ft. elevation, to the extent consistent with the erosion and drainage control plan for the hillside, develop landscaping and grading so as to encourage surface ponding accessible to terrestrial wildlife; this would replace any existing surface ponds that may be eliminated by project development.
52. To reduce the effects of poor soil fertility, difficult topography and poor irrigation on hillside planting, include the following measures in the project.
 - Compensate for poor soil fertility by planting species (primarily native California) that would adapt to project area soil conditions, providing an adequately-sized planting pit, properly enriching existing soil, and applying fertilizers on a regular basis.
 - Plant the existing slopes exposed from former excavation activities, particularly those over 1:1 or greater, with cascading shrubs along the outside of the benches.
53. Consider the feasibility and compatibility of installing an overhead irrigation system, which would apply fertilizer and water to the hillside on a regular basis. If installed, operate the irrigation system to minimize erosion.
54. Plant all future phases in and around all structures, parking lots, entrances and roads, and cut and fill slopes with trees, shrubs, vines, groundcovers and grasses and water with irrigation systems.

55. Add plantings of trees and shrubs adjacent to existing highway plantings on the western boundary of the site.
56. Select plants for steep-sloped areas for drought-resistance to minimize demand for irrigation. Develop design and maintenance plans to insure, as much as possible, the survival of plants on the project site.

Hazards

57. Develop an evacuation and emergency response plan by project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services (OES), to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. Provide the proposed emergency response plan of the project to the OES for review.

Public Services

58. Provide internal security measures, such as security guards, well-lighted entries, alarm systems, and emergency communication systems, emergency power and water supply for office uses, to minimize the need for police and fire services and to reduce hazards to building occupants during an earthquake or fire.

NOTES - Mitigation Measures Proposed to Minimize Potential Adverse Impacts of the Project

1. University of California at Davis, Transportation Systems Management Plan, December 1991.
2. R.A. Weant and H.S. Levinson, *Parking*, Eno Foundation for Transportation, 1990.
3. John M. Sanger, Esq., attorney for Universal Paragon, letter to EIP Associates, June 18, 1999.
4. See 1985 SEIR Appendix G, Ecology, p. A-37 for a list of plants that would adapt well to the hillside.

VII. OTHER CEQA CONSIDERATIONS

A. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21100 (b)(2)(A) of the California Environmental Quality Act (CEQA), and Section 15126(b) of the State CEQA Guidelines, the purpose of this chapter is to identify significant impacts that could not be eliminated or reduced to an insignificant level by implementing mitigation measures included as part of the project or by other mitigation measures that could be implemented, identified in Chapter VI, Mitigation Measures, p. 127. This chapter is subject to final determination by the City Planning Commission as part of its certification process for the SEIR. If necessary, this chapter will be revised in the Final SEIR to reflect the findings of the City Planning Commission.

The project would cause significant project-related traffic impacts on southbound U.S. 101 north of I-380, would contribute to significant cumulative traffic impacts in 2015 at nearby freeway ramps and local intersections, and would contribute to significant regional and cumulative emissions of criteria air pollutants.

B. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Because the proposed project includes amendments of the *San Francisco General Plan*, Public Resources Code sections 21100(b)(2)(B) and 21100.1(a), and State CEQA Guidelines Sections 15126(e) and 15127 require that this Draft SEIR identify significant irreversible environmental effects or changes that could occur if the proposed project were implemented. These changes would occur in the area of transportation, and regional and cumulative air quality, as discussed above.

The project would intensify development at the site consistent with development in San Francisco's urban environment. Although not irreversible, the effects of this development would be difficult to change in the short-run. The project would commit future generations to the same land uses for at least the life of the project. Implementing the project would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels, including fuel oil, natural gas, and gasoline or diesel fuel for construction equipment and automobiles, and during excavation, construction and ongoing use of the site. Because the project would comply with California Code of Regulations Title 24, it would not use energy in a wasteful manner (see the discussion of Energy in Chapter V, p. 124). The consumption of other non-renewable or slowly renewable resources would also result during construction, occupancy, and use of the site. These resources include, but are not limited to, lumber, concrete, sand and gravel, asphalt, masonry, metals, and water. The project would also irreversibly use water and solid waste landfill resources.

However, the project would not involve a large commitment of those resources relative to supply, nor would it consume any of those resources wastefully.

VIII. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with these alternatives. The project decision-makers must approve an alternative instead of the proposed project, if that alternative would reduce or eliminate significant impacts of the project and is determined feasible. The determination of feasibility will be made by project decision-makers on the basis of substantial evidence in the record which shall include, but not be limited to, information presented in this SEIR and in comments received on the Draft SEIR.

The following alternatives are evaluated in this chapter: No Project Alternative, and Reduced Development Alternative. No alternative sites have been identified that would meet the project sponsor's objectives, including buildout of the previously approved commercial space and extension of the termination date and modification of the Conditional Use authorization, and that would eliminate the project's contribution to cumulative significant effects.

The project includes one variant (see Chapter III, Project Description, p. 10). The Increased Parking Variant would accommodate projected parking demand from commercial development. The Increased Parking Variant would reduce or eliminate the significant neighborhood impact caused by the parking shortfall that would occur with full buildout of the project (including Phase 1 and Phase 2). The parking shortfall would result in illegal parking on-site and/or substantial numbers of drivers seeking on-street parking in the Little Hollywood neighborhood, affecting neighborhood character.

ALTERNATIVE A: NO PROJECT ALTERNATIVE

DESCRIPTION

The No Project Alternative would entail no new construction at the site. The proposed project would not be built. The 1985 Conditional Use authorization would not be extended or modified in any way. The existing office buildings would remain, and this alternative would allow the project sponsor to complete ongoing construction of 287 residential units under the existing conditions of approval. As required under the plan approved in 1985, Executive Park Boulevard West would be extended south of Alana Way to Harney Way, and a pedestrian trail would be constructed from Executive Park Boulevard North up the hillside; the trails would connect to Bayview Hill Park if authorized by the Recreation and Park Department. The current conditions of approval would remain in effect, and the South Bayshore Area Plan would not be amended.

IMPACTS

If the No Project Alternative were implemented, none of the impacts associated with the project would occur. The environmental characteristics of this alternative would be generally as described in the environmental setting sections of Chapter IV. Land use, site views, and shadow and wind conditions would not change. Future transportation, air quality, and noise conditions described as base conditions with cumulative development would occur (see Chapter IV), but without the project. Therefore, this alternative would not contribute to significant cumulative transportation or air quality impacts.

No extension of the termination date and modification of the Conditional Use Approval would be required to implement this alternative. Construction of the hillside pedestrian trail required under the Conditional Use authorization could result in environmental impacts unforeseen in

the 1985 FSEIR in that such a trail would attract people and their pets to a City-designated significant natural resource area in Bayview Hill Park, potentially damaging special status plants and their habitat. This alternative could be implemented without the required amendments to the South Bayshore Area Plan of the *San Francisco General Plan*. The C-2 use district designation would permit additional commercial or residential development in the future; a Conditional Use authorization would likely be required.

Under the No Project Alternative, there would be a reduction of about 390 inbound and 1,650 outbound vehicle-trips during the weekday PM peak hour, compared to the proposed project. This would result in a decrease in the traffic volumes at the study freeway ramp and mainline locations and the study intersections. In particular, there would be a substantial reduction in traffic volumes along the internal Executive Park roadways, such as Executive Park West and Thomas Mellon Drive. The high level of background traffic generated by cumulative development in San Francisco and the region and near the project site would continue to result in generally poor operating conditions in the vicinity of Executive Park, but the No Project Alternative would not contribute to future traffic congestion. With all three roadway configurations, the operating conditions at all analysis locations would be similar to, or better than, those described above in Section IV.B, Transportation Impacts.

ALTERNATIVE B: REDUCED DEVELOPMENT ALTERNATIVE

DESCRIPTION

The Reduced Development Alternative would include all elements of Phase 1 of the proposed project and none of the elements of Phase 2. Table 14 provides a summary of floor area by use for this alternative compared to the proposed project. The alternative would include about 540,000 gsf of office space, 62,500 gsf of retail and restaurant space in two buildings (OB4 and OB5), a parking structure for about 1,550 cars, and about 263 residential units with 488

TABLE 14
COMPARISON OF PROJECT AND REDUCED DEVELOPMENT ALTERNATIVE

Type of Use	Project	Reduced Development Alternative
Office Space	1,324,000 gsf	540,000 gsf
Retail Space	42,500 gsf	17,500 gsf
Restaurant Space	15,000 gsf	10,000 gsf
Childcare Space	10,000 gsf	10,000 gsf
Health Club	25,000 gsf	25,000 gsf
Residential	263 units	263 units
Hotel	350 rooms	N/A
Commercial Parking	2,088 spaces	1,550 spaces
Residential Parking	488 spaces	488 spaces
Total Office/Retail Space	1,416,500 gsf	602,500 gsf

Notes:

gsf - gross square feet

Source: EIP Associates, 1999.

parking spaces. OB4 is proposed to include 315,000 gsf of office space, a 10,000-gsf day care center, a 25,000-gsf health club, a 10,000-gsf restaurant, and 5,000 gsf of retail space. OB5 would include 225,000 gsf of office space and about 12,500 gsf of retail space. OB4 and OB5 would be built in the northwest corner of the project area, with a north-south access road, Crescent Place, between OB4 and OB5 leading to the parking structure in the rear. Crescent Way, an east-west access road north of and paralleling Executive Park Boulevard North, would also be constructed in this phase. The residential units would be located in the northeast portion of the site, up against the hillside. This alternative would not include a hotel. The dimensions and locations of the buildings in this alternative would be similar to those envisioned by Phase 1 of the project. This alternative would include extending Executive Park Boulevard West south of Alana Way. Unlike the plan approved in 1985, this

alternative would not include constructing a pedestrian trail from the project site to Bayview Hill Park.

IMPACTS

With this alternative, the objective to provide hotel/meeting support facilities would not be fulfilled by the development.

The Reduced Development Alternative would reduce the intensity of land use at the site compared to the project and would change the character of existing development. The alternative would change the visual appearance of the site, but, as with the project, would not have a substantial negative effect on visual quality or substantially degrade or obstruct views from public areas. The less-than-significant impacts on Candlestick Point State Recreation Area from shading associated with the hotel would not occur.

The Reduced Development Alternative would reduce transportation impacts compared to the proposed project. Under Baseline plus Alternative B conditions, intersections would operate at LOS C or better; the proposed project intersections would operate at LOS D or better. These results assume that the Harney/Alana/Thomas Mellon intersection would be signalized by the Project Sponsor as required in the 1985 Conditions of Approval, in order to avoid LOS F conditions, as with the project. Under 2015 conditions, most intersections in the traffic study area would operate at LOS F due to cumulative growth in the surrounding area and resulting queues at approaches to freeway ramps, as with the proposed project. This alternative would contribute about 1000 vehicle trips to nearby intersections and freeway ramps, about one-half of the traffic contributed by the proposed project. The Alternative's contribution would be about 13% to 19% of the cumulative growth at those intersections projected to operate at LOS F in 2015. Therefore, while this alternative would contribute substantially less traffic than the

proposed project, it would still have a considerable contribution to significant cumulative traffic impacts.

The Reduced Development Alternative would continue to exceed BAAQMD thresholds for ROG and NO_x, although the exceedence would be substantially smaller than with the proposed project. The alternative would not exceed the 80-pounds-per-day threshold for PM₁₀ due to reduced traffic volumes. As with the proposed project, this alternative would eliminate the pedestrian trail originally included in the project as approved in 1985, thus eliminating potential less-than-significant impacts on native species habitat, as discussed in Chapter V under "Biology."

The Reduced Development Alternative would require Planning Commission approval to extend and modify the Conditional Use Authorization beyond the end of 1999. Similar to the proposed project, implementation of this alternative would require amendments to the South Bayshore Area Plan of the *San Francisco General Plan*, issuance of site and building permits from the Department of Building Inspection, and approval of subdivision maps and street design by the Department of Public Works.

CEQA Sections 21002 and 21081 require lead agencies to adopt feasible mitigation measures or feasible environmentally superior alternatives in order to substantially lessen or avoid otherwise significant adverse environmental effects of proposed projects. A project may be approved in spite of its significant effects if specific social, economic, or other conditions make such mitigation measures or alternatives infeasible. When the environmentally superior alternative is the No Project Alternative, CEQA Guidelines Section 15126.6(e)(2) requires the EIR to identify an environmentally superior alternative among the other alternatives. The California Courts of Appeal have upheld the requirement to examine an environmentally superior alternative when the adoption of all feasible mitigation measures would leave an unmitigated significant impact of the project.¹

This EIR evaluates a No Project Alternative and a Reduced Development (Phase 1) Alternative. The Reduced Development Alternative would result in the same cumulative significant unavoidable adverse impacts identified for the project (traffic and vehicular air pollution emissions impacts). This alternative would reduce the level of these identified impacts (because of reduced intensity of development) but not to a level of insignificance.

The Reduced Development Alternative is identified as the environmentally superior alternative. While it would not avoid the unavoidable significant impacts associated with the project, it would reduce most of them.

NOTES - Alternatives

1. *Citizens for Quality Growth v. City of Mount Shasta* (3d Dist. 1988), 198 Cal.App.3d 433 [243 Cal.Rptr. 727].

IX. DRAFT SEIR DISTRIBUTION LIST

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APPENDIX A

A. MITIGATION MEASURES FROM PREVIOUS ENVIRONMENTAL ANALYSES AND THEIR DISPOSITION IN EARLIER APPROVAL ACTIONS

Most of the mitigation measures previously identified in the 1985 Final SEIR and the 1976 Final SEIR or required by the City Planning Commission as conditions for development of the Executive Park site (Resolutions No. 7547 and 9089) remain applicable to the current project.

Some of the measures have already been implemented during development of Office Building 1 (OB1), OB2 and OB3; those measures are included in the Project Description and the description of setting conditions. Relevant measures from previous environmental review documents and project actions are included in Chapter VI, Mitigation Measures. All mitigation measures from previous environmental review documents are discussed below. The status of the measure is included in bold typeface after each measure. Specifically, mitigation measures listed in this chapter include:

- Measures identified in the 1985 San Francisco Executive Park Development Plan Amendment Final SEIR;
- Measures identified in the 1976 San Francisco Executive Park Final EIR; and
- Measures required by the City Planning Commission during the approval process for the 1978 Yerby Development Plan and for approval of design changes in 1980 and 1981 (Resolution Nos. 7547 and 9089). These measures are summarized and incorporated by reference.

A. LAND USE AND ZONING

1985 SEIR MEASURES

- In accordance with the objectives of the Environmental Protection Element of the Comprehensive Plan, approximately 26 acres of the project area would remain in open space on the upper slopes of Bayview Hill to provide continuous open space with Bayview Park. (Adopted by San Francisco Planning Commission, see measure 1 in Chapter VI.)

- Hillside trails would be provided as part of the project. Picnic and scenic view areas would be provided at various locations along the trails. **(Adopted by San Francisco Planning Commission. This measure is proposed for modification, as discussed in Chapter III, Project Description (p. 12) and under Biology in Chapter V (pp. 123-124), because it would attract more people and pets to an area adjacent to Bayview Hill Park, one of the City's designated significant natural areas containing several special status species.)**
- Landscaping and trails would be installed east of Executive Park Boulevard East to provide a public connection between Bayview Hill Park and Candlestick Point State Recreation Area. **(Adopted by San Francisco Planning Commission. This measure is now proposed for modification, as discussed in the Project Description (p. 12) and under Biology in Chapter V (pp. 123-124), because it would attract people to an area where significant special status species could be impacted.)**

1976 FEIR MEASURES

- The sponsor would build a permanent hiking trail which would link the public open spaces in the Executive Park development with Bayview Park, and would be open for public use during daylight hours. This measure would be implemented when the hillside portions of the site are developed. **(Required by Planning Commission Resolution No. 9089)**

B. URBAN DESIGN AND VISUAL QUALITY

1985 SEIR MEASURES

- Proposed structures would be stepped back into the hillside to reduce their bulk and maximize views of the upper slopes of Bayview Hill. This would partially mitigate the visual scale and massing of the project. **(Adopted by San Francisco Planning Commission; see measure 24 in Chapter VI.)**
- Proposed landscaping, erosion control and hydroseeding measures would repair the damaged slopes of Bayview Hill and help return the Hill to a more natural condition. **(Adopted by San Francisco Planning Commission, see measure 25 in Chapter VI.)**
- Streets and the embankment of US 101 would be landscaped. **(Adopted by San Francisco Planning Commission, see measure 26 in Chapter VI.)**
- Structures in the western part of the site, near US 101, would be lower in height than structures on other portions of the site. Lower heights in this area would preserve view corridors to Bayview Hill and the Bay. This stepped configuration would also provide

more of a transition in scale from the Little Hollywood area to the shoreline than would the 230 ft. tall structures approved under the 1978 Yerby Development Plan. See also Section I, Ecology, for hillside landscape measures which would mitigate visual impacts. (Adopted by San Francisco Planning Commission, see measure 27 in Chapter VI.)

- The project sponsor could place vined trellises on the tops of project structures and plant broadleaf trees in and around surface parking lots to mitigate impacts on views of the project from Bayview Hill. (San Francisco Planning Commission rejected this measure because it would not reduce an identified significant environmental impact.)
- The project sponsor could plant trees in sufficient density so that, when mature, they would obscure the existing benches in the hillside. (San Francisco Planning Commission rejected this mitigation measure because it would not reduce an identified significant environmental impact.)

1976 FEIR MEASURES

- To mitigate the effects of the marine environment in corroding the exteriors of buildings, select outdoor materials for their ability to withstand airborne salt and chemicals. (Adopted by San Francisco Planning Commission, see measure 28 in Chapter VI.)
- Design buildings to control water runoff over their surfaces, particularly where corrosive contaminants caused by salt water in the air could collect. (Adopted by San Francisco Planning Commission, see measure 29 in Chapter VI.)

C. SHADOWS

None required.

D. WIND

1985 FEIR MEASURES

- Some of the mitigation measures identified for visual impacts (see Section B, above) would also mitigate wind impacts; these include vined trellises on the tops of project structures and trees planted in and around surface parking lots. (San Francisco Planning Commission rejected this mitigation measure as it does not reduce a significant environmental impact.)

1976 FEIR MEASURES

- Provide landscaped windbreaks with berms, trees, and other vegetation along pathways, plazas, and waiting areas. **(Adopted by San Francisco Planning Commission, see measure 30 in Chapter VI.)**
- Locate building entrances on the leeward sides of buildings and install double or revolving doors to minimize wind penetration. The architect has designed buildings so that the main entrances and pedestrian spines are oriented to provide maximum sunlight for pedestrian comfort under wind conditions. **(Adopted by San Francisco Planning Commission, see measure 31 in Chapter VI.)**

E. TRANSPORTATION

1984 SEIR MEASURES

- The sponsor would provide the recommended off-street loading and service space contained in Exhibit A of City Planning Commission Resolution 9286 [17 spaces for the overall development]. That resolution requires more off-street loading than the existing City Planning Code. **(Adopted by San Francisco Planning Commission, see measure 2 in Chapter VI.)**
- As the project becomes fully occupied, the sponsor would work with SamTrans to provide service for on-site bus stops by SamTrans mainline express routes. The sponsor has discussed required employee usage with SamTrans and would continue to do so. In July, 1981, the sponsor and SamTrans surveyed the tenants of OB1 to determine the demand for transit service to the site (OB1 and OB2 were surveyed in October 1982). **(Adopted by San Francisco Planning Commission, see measure 3 in Chapter VI.)**
- The development plan design would provide sufficient roadway widths and turnaround to accommodate future MUNI expansion to serve the housing complex on the eastern side of the project area. **(Required in Commission Motion 10461. Measure implemented by residential project now under construction; right-of-way has been reserved.)**
- The project sponsor would provide shuttle service to the Executive Park site from the downtown e.g., from the Transbay Transit Terminal) and from the Bayshore Caltrain station, as required by the demand for such service by project employees. The need to continue or modify shuttle service would be reviewed annually by the project sponsor in consultation with the Department of City Planning. **(Adopted by San Francisco Planning Commission. Shuttle to Bayshore Caltrain station, as well as to BART and MUNI/SamTrans stops has already been implemented. See measure 4 in Chapter VI, for the portion of the measure not yet implemented.)**

- The Planning Commission could implement a procedure that would make building permit approval contingent upon performance of agreed-upon mitigation measures (this could include attainment of previously determined goal for ridesharing, transit use or other TSM components, as well as the physical construction of roadway improvements) and the development of other measures found necessary at that time. **(Required in part in Commission Motion 10461 in relation to roadway improvements, amended in Commission Motion 13304 to require that roadway improvements be constructed based on actual field measurements of traffic conditions. See measure 5 in Chapter VI.)**
- To achieve the “with improvements” Levels of Service shown [elsewhere in the 1985 FSEIR], construction of several roadway improvements would be necessary. **(Required in Commission Motion 10461, with 25% contribution for Alana Way improvements west of Executive Park Boulevard West because those locations are under the City of Brisbane and/or Caltrans jurisdiction, and modified in Motion 13304 to require the improvements based on field measurements of traffic conditions, for the following street widenings and related actions:**

Widen Alana from Executive Park West to Thomas Mellon - 4 lanes
 Widen Alana from Executive Park West to Beatty - 5 lanes
 Restripe Alana between Executive Park West and Beatty to 4 lanes
 Widen Harney from Executive Park East to Thomas Mellon - 5 lanes
 Widen Executive Park West from Alana to Blanken - 4, then 5 lanes
 Widen Executive Park East from Harney to Ex. Pk North - 4 lanes
 Widen Beatty southbound on-ramp to U.S. 101 - 2 lanes
 Modify intersection of Blanken and Executive Park Boulevard West

None have been implemented, because unacceptable levels of service have not yet been reached. See measure 6 in Chapter VI.)

- Signalization should be provided when warranted by traffic volume increases at the intersections of Alana Way at Executive Park Blvd. West, Alana Way at Harney Way, and Alana Way at Beatty Ave./Southbound U.S. 101 ramps. **(Required in Commission Motion 10461 with two intersections added (shown below in *italics*) and with a 25% contribution required for Alana Way at Beatty Avenue and Harney Way at Executive Park Boulevard West Extension because these are freeway ramp locations and therefore serve regional users, as further modified in Motion 13304 to require the improvements based on field measurements of traffic conditions.**

Alana Way at Executive Park Boulevard West
Alana Way at Harney and Thomas Mellon Drive

Alana Way at Beatty Ave. west of U.S. 101
Harney Way at Executive Park Boulevard East
Harney Way at Executive Park Boulevard West Extension

None implemented, because unacceptable levels of service have not yet been reached. See measure 7 in Chapter VI.)

- To reduce the impact of project traffic as it would enter U.S. 101, Caltrans could install and maintain ramp-metering signals with by-pass lanes for high-occupancy vehicles (carpools, vanpools) and transit vehicles. **(Required in Commission Motion 10461, as modified to require contribution of a 25% share. None yet implemented, as traffic conditions do not yet require consideration. See measure 8 in Chapter VI.)**

Beatty at Alana southbound ramp metering onto US 101
 Harney northbound ramp metering onto US 101
 Restripe Harney Way northbound ramps to US 101 to 4 lanes
 Widen Harney northbound ramp to US 101 to 5 lanes for HOV

- To help reduce the impact on the freeway, the City Planning Commission could impose conditions which, among other things, could limit the number of parking spaces provided for single-occupant drivers. The ultimate goal of the measure would be to have the number of single-occupant drivers working at the site at full build-out be equal to no more than 30% of the workforce. The ability to limit the number of office parking spaces would be applied to each development phase or approval of each building. The limitation would be more lenient with the earlier phases and more stringent with the later phases as the development's total transportation mitigation program began to obtain results. Other features of the condition could be the provisions of vanpools and carpools, shuttle service from transit and other transportation transfer points, an agreement to cooperate with transportation agencies to provide either direct service to the site or shuttle connections, the sale of transit passes or tickets on the site, a ridesharing program, and a framework through which the City would monitor the transportation mitigation program. **(Required by Commission Motion 10461. Shuttle service from transit transfer points to office buildings has been implemented. The number of parking spaces (based on TMP) has been limited to no more than 4,255 spaces, as modified in Commission Motion 13304 to increase residential parking. Some carpool/vanpool parking spaces have been provided; the number of single-occupant vehicle spaces and the number of spaces for rideshare commuters is to be determined at each phase (Condition 15(a)(iii) of Motion 10461). Limiting the number of parking spaces, as called for in this measure, would potentially conflict with Measure 17 in Chapter VI, to reduce parking overflow impacts on the Little Hollywood neighborhood. See measure 10 in Chapter VI, which lists the other features of this measure.)**

- The project could result in overflow parking in the adjacent Little Hollywood neighborhood. This impact could be alleviated by the institution of a preferential parking program in Little Hollywood. **(Rejected by Planning Commission as outside its jurisdiction to impose in Motion 10461. This measure is also superseded by measure 17 in Chapter VI, to reduce the effect on Little Hollywood by providing valet parking at Executive Park or by providing an off-site parking facility with shuttle service to Executive Park.)**
- The sponsor could provide lease-subsidized transit passes for project employees. **(Rejected by Planning Commission in Motion 10461 because transit service to the project site was not adequate to induce employees to shift to transit with subsidized transit passes. The Commission reserved the right to impose such a measure at some future time. See measure 15 in Chapter VI, calling for subsidized transit passes as part of a Transportation Management Plan.)**
- The project sponsor could establish charges (fees) for on-site parking with a differential rate structure for ridesharing to encourage car and vanpooling and transit use. Charges would be applied to low-occupancy vehicles. Revenues from parking charges could be used to offset costs of implementing a Transportation Systems Management program. **(Rejected by Planning Commission in Motion 10461 because it could result in parking in Little Hollywood; the Commission reserved the right to impose such a measure at some future time. See measure 15 in Chapter VI, calling for fees for non-carpool parking, balanced with the need to discourage parking in Little Hollywood.)**
- The City (MUNI) could provide a light-rail line on or near Third St. to serve the project and other anticipated development in the southeast section of the City. **(Rejected in relation to the project in Motion 10461. The Third Street Light Rail Project has been under study for many years; an EIS/EIR was recently certified by the Planning Commission (March 1999) and the extension of MUNI Metro to the Bayview Hunters Point neighborhood via Third Street is scheduled to begin construction in Fall 1999. Therefore, this measure has been carried out by the City.)**
- The mass transit system plan and the incremental improvement plan for the Peninsula Corridor to be developed under Senate Concurrent Resolution No. 74 [enacted on June 4, 1984] could be implemented to mitigate future freeway congestion. **(Rejected by Planning Commission as outside its jurisdiction in Motion 10461. See measure 18 in Chapter VI.)**
- SamTrans could provide transit service to bus pads at the Alana Way and Harney Way interchanges that could be installed by Caltrans. **(Rejected by Planning Commission as outside its jurisdiction in Motion 10461. See measure 19 in Chapter VI.)**

- To discourage use of Blanken Ave. in Little Hollywood by workers, residents, and visitors of the project, Executive Park Blvd. North could be rebuilt as a pedestrian/transit street (with a narrow, two-lane travel way). The intersection of Blanken Ave. and Executive Park Blvd. West could be designed as two offset "Ts". **(Rejected by Planning Commission in Motion 10461. This measure would be infeasible because it would limit access to project buildings and parking facilities and would make access to and egress from the project site and Little Hollywood difficult or impossible before and after large events at 3Com Park.)**
- The San Mateo County Transit District (SamTrans) could amend the County Transit plan to recommend SamTrans bus connections to the proposed project. **(Rejected by Planning Commission as outside its jurisdiction in Motion 10461. See measure 20 in Chapter VI.)**
- The City could implement the transportation improvements described in Section V.E, Mitigation of the Downtown Plan EIR. **(Rejected by Planning Commission insofar as measures were rejected by the Commission and Board of Supervisors in acting on the Downtown Plan.)**
- On days on which events are scheduled at Candlestick Park [now 3Com Park], the San Francisco Police Department could close two of the three (or all three) access points to Executive Park (Executive Park Blvd. East and Thomas Mellon Drive at Harney Way) while leaving the access at Executive Park Blvd. West and Alana Way open. **(Rejected by Planning Commission, replaced by an extension of gated residential north road (Crescent Way) to connect to Executive Park Boulevard North, in Motion 13304.)**
- In addition to parking provided for development already built or approved, the project sponsor could provide only the number of spaces required by the Planning Code for the development included in the plan amendment. **(Rejected by Planning Commission, as a smaller number of parking spaces was permitted in Motion 10461.)**
- The project sponsor could place \$150,000 in escrow for five years, as requested by Muni, toward the construction of a restricted at-grade crossing of the Southern Pacific Railroad mainline, to be used by the rerouted Muni 29-Sunset line. The sponsor would consider depositing \$150,000 towards Muni capital improvements that would provide Executive Park with a direct, non-transfer route to Balboa Park BART station via the rerouted 29-Sunset line, under specified conditions [see 1985 FSEIR p. 174a]. **(Contribution of \$172,500 in 1985 dollars was required by the Planning Commission in Motion 10461 for an at-grade rail crossing for an extended Muni Route 29. Extension of MUNI route 29 is no longer contemplated, so this measure is no longer relevant.)**

- The sponsor could provide funding for a light-rail line extended to the site via Third Street. **(Rejected by Planning Commission in Motion 10461 as an inequitable means to mitigate cumulative impacts. The Third Street Light Rail Project EIS/EIR was certified in March, 1999. That project will extend MUNI Metro south along Third Street to the Bayview Hunters Point neighborhood, although not as far as the Executive Park site. Measure 4, in Chapter VI, would require continued provision of a shuttle from the terminus to Executive Park, and measure 16 would provide for construction of an interchange would facilitate a future transit extension.)**

1976 FEIR MEASURES

- The sponsor would employ a transportation broker, whose responsibility would be to work with building tenants and employees, the Department of City Planning, RIDES for Bay Area Commuters, Muni, SamTrans, and other agencies to prepare and implement Transportation System Management (TSM) programs for the entire Executive Park site, which would include, but not be limited to: designation of preferential parking spaces for carpools and vanpools (3 or more occupants per vehicle). These spaces shall be those closest to building entrances, and the initial number of preferential parking spaces shall be based on current percentage of on-site employees who rideshare, as demonstrated by an employee survey. There would be on-site sales of BART tickets and Muni passes, with a good-faith effort to encourage employer subsidy of transit passes or other employer-provided incentives to use transit. **(Required in Commission Resolutions 7547, 9089, and Motion 10461. Preferential spaces for carpools and vanpools and a shuttle to transit have been implemented, as noted above. See measure 10 in Chapter VI.)**
- Within six months after full occupancy of each building, the transportation broker shall submit to the Department of City Planning a preliminary report which outlines TSM program activities and progress to date, and which outlines a proposed long-range TSM plan for implementation as the project nears completion. Such a (long-range) plan shall include, but not be limited to, such actions as: increasing the number of preferential parking spaces for carpools and vanpools; providing direct transit service into the Executive Park site by Muni and SamTrans, as the level of employee population warrants; instituting shuttle services to the site from the BART station and the Southern Pacific (Caltrain) depot, as employee population warrants; instituting flex-time or alternative work schedules by various tenants to minimize peak-hour traffic congestion related to the site. **Required in Commission Resolutions 7547, 9089 and Motion 10461. The following features of the above measure have been implemented: provision of a transportation broker; provision of a shuttle to the site from BART, Caltrain and MUNI/SamTrans stops; and preferential parking spaces for carpools and vanpools. No reports of TSM program activities or programs have been received by the Planning Department. Some TSM measures are not yet timely until additional project buildings are completed and occupied. See measure 11 in Chapter VI.)**

F. AIR QUALITY

1985 SEIR MEASURES

- During construction phases, the construction contractor will sprinkle unpaved construction areas with water at least twice per day to reduce dust emissions. The project sponsor would require the construction contractor to maintain and operate construction equipment so as to minimize exhaust, dust, and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and to implement specific maintenance programs (to reduce emissions) for equipment. **(Adopted as modified by San Francisco Planning Commission. See measures 12 and 21 in Chapter VI.)**
- Mitigation measures identified for traffic impacts would also mitigate air quality impacts. These include increasing roadway capacity (where feasible and cost effective), reducing vehicular traffic through increased ridesharing (carpool, vanpool, and transit), and implementing flexible and/or staggered work hours, all of which would reduce local and regional emissions of all pollutants. **(Adopted by San Francisco Planning Commission; see additional transportation mitigation measures 2 - 11 and 15 - 20 in Chapter VI.)**
- Some of the mitigation measures identified for energy impacts would also mitigate air quality impacts. Reducing natural gas combustion and electricity generation would, in turn, reduce local and regional emissions of air pollutants. **(Adopted by San Francisco Planning Commission; see measure 34 in Chapter VI.)**
- The project sponsor could require the construction contractor to cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soil, sand, or other such material; and sweep streets surrounding demolition and construction sites at least once per day to reduce dust emissions. **(San Francisco Planning Commission rejected this mitigation measure; see measure 21 in Chapter VI.)**

G. NOISE

1985 SEIR MEASURES

- Expand the scope of the hotel and housing acoustical analysis beyond that required for Community Noise Equivalent Levels (CNELs) to include Single Event Noise Exposure Levels (SENELs), and implement any reasonably feasible additional noise insulation features identified to further mitigate SENELs. Note that it might not be possible or practical to reduce SENEL impacts at the project site to less than 50 dBA. **(San Francisco Planning Commission rejected this mitigation measure; it is not needed to**

mitigate an identified significant environmental impact.)

- Design the residential units closest to Harney Way so that bedrooms do not front Harney Way, to reduce impacts of noise from nighttime noise from [Candlestick Park Stadium] 3Com Park events. **(Rejected by San Francisco Planning Commission in Motion 13304, because the requirements of Title 24 would accomplish appropriate sound insulation; these requirements are still in effect.)**

1976 FEIR MEASURES

- Stationary noise sources (rooftop or exterior air conditioning units, fans, etc.) within the project would be screened or enclosed to minimize effects on nearby project area sidewalks, the Town Center and the Candlestick Point State Recreation Area. **(Adopted as modified by San Francisco Planning Commission. This measure would not reduce identified significant environmental impacts; see measure 32 in Chapter VI.)**
- Open space areas on the developed portion of the site (plazas and terraces) would be screened from traffic-related noise by dense building materials, berms, or other physical or landscape features capable of deflecting or absorbing sound. **(Adopted as modified by San Francisco Planning Commission. See measure 33 in Chapter VI.)**

H. ENERGY

1985 SEIR MEASURES

- The following are general measures which would be incorporated into the final design of each proposed structure.
 - All hot water heaters would be located as close as possible to the point(s) of use and all hot water pipes would be insulated.
 - Interior and exterior lighting of offices would be primarily by energy-efficient light sources such as fluorescent fixtures.
 - Multiple trash bins would be installed in place of single units to encourage source separation of recyclable material.
 - Photocell-activated switches would be used to activate all exterior lighting and all parking area lighting.

(Adopted by San Francisco Planning Commission; see measure 34 in Chapter VI.)

- The sponsor could be required to prepare a detailed report for the City Planning Department (Energy Group). The report would demonstrate energy conservation measures that would be included in the project and those measures which, because of design constraints or economic considerations, would not be included. **(San Francisco Planning Commission rejected this mitigation measure because the project was at a conceptual design stage at the time Motion 10461 was adopted, precluding preparation of a meaningful report. As it does not mitigate a potentially significant environmental impact, it is not proposed for reconsideration.)**

I. GEOLOGY, SEISMICITY AND HYDROLOGY

1985 SEIR MEASURES

- To reduce the potential for damage from loosely embedded boulders, such boulders would be removed from the face of the final excavated slope. This would reduce the effects of potential differential weathering, which could cause potentially unstable boulders to roll downslope as a result of undercutting or earthquake groundshaking. **(Adopted by San Francisco Planning Commission, see measure 35 in Chapter VI.)**
- Existing fill and any soft, weak or expansive materials encountered within the building sites would be replaced with properly compacted fill. **(Adopted by San Francisco Planning Commission, see measure 36 in Chapter VI.)**
- In areas to be filled, the surface would be cleared of trash, organic material and debris. The upper two to three inches of soil would be stripped to remove grass and other vegetation. This material would be stockpiled for landscaping uses later. **(Adopted by San Francisco Planning Commission, see measure 37 in Chapter VI.)**
- If seepage is encountered in fill areas, subdrains would be installed to aid in draining the areas to reduce long-term maintenance problems, as was done for OB. **(Adopted by San Francisco Planning Commission, see measure 38 in Chapter VI.)**
- To mitigate potential slope instability caused by seepage, horizontal drain pipes (hydraugers) or gravel subsurface drains would be installed to divert groundwater from the surface of weak, sheared rocks, as required. **(Adopted by San Francisco Planning Commission, see measure 39 in Chapter VI.)**
- Any future slumps or slides during project development would be immediately cleaned up to prevent debris from blocking surface drainage and directing runoff off benches towards the slope, resulting in erosion. **(Adopted by San Francisco Planning Commission, see measure 40 in Chapter VI.)**

- To reduce surface erosion and improve stability, cut slopes would be planted as soon as possible after excavation. Predominantly native California plants, requiring a minimal amount of water, would be used to reduce the potential for erosion and saturation of the hillside slopes (see 1985 SEIR Appendix G, Ecology, p. A-37 for a list of plants that would adapt well to the hillside). Hillside planting and hydroseeding of slopes would be performed soon after excavation and prior to the November-April rainy season. (Adopted by San Francisco Planning Commission, see measure 41 in Chapter VI.)
- To reduce erosion, all benches (or the toe of each slope) would be sloped to drain away from the slope face and concrete, asphalt- or gunite-lined V-ditches would be provided along uphill side of the benches to collect and divert surface water away from the slopes. Runoff from individual benches would be directed into culverts that discharge into storm drains or suitable discharge points. Landscaping could prevent views of the ditches. (Adopted by San Francisco Planning Commission, see measure 42 in Chapter VI.)

1976 FEIR MEASURES

- The final design of the grading scheme would include a gradual cut. The hillside would be excavated to no steeper than 1.5:1 slope (horizontal:vertical), with benches about 30-40 ft. apart vertically to improve overall stability, permit equipment access for maintenance and facilitate landscaping. *The average slope of the project would be 2.25:1 as compared to the average of 2:1 specified in Resolution No. 7547.* (Adopted as modified by San Francisco Planning Commission [modified text in italics], see measure 43 in Chapter VI.)
- Planned grading would remove most of the small slumps; all debris would be removed from existing slides and slumps; and surface draining and seepages would be redirected around the slides. (Adopted by San Francisco Planning Commission, see measure 44 in Chapter VI.)
- A buffer zone would be maintained between the toes of the steeper slopes and building sites to increase slope stability and protect buildings from possible damage by slides. In other areas, retaining walls would be developed to protect buildings from possible damage by slide. (Adopted by San Francisco Planning Commission, see measure 45 in Chapter VI.)
- The project sponsor and engineers would reach an agreement with the City for periodic maintenance inspection of the mutual boundaries, installation of an interceptor drainage system adjacent to Bayview Park and continuous maintenance of the upper slopes of the project adjoining the park. The cost to the City would be determined by this negotiation. (Adopted by San Francisco Planning Commission, see measure 46 in Chapter VI.)

- Detailed foundation investigations and engineering analysis would be conducted for each site to insure use of proper techniques to minimize the adverse effects of consolidation of foundation material such as uneven settling of buildings, and to provide resistance to seismic stress. **(Adopted by San Francisco Planning Commission, see measure 47 in Chapter VI.)**

J. ECOLOGY

1985 SEIR MEASURES

- The sponsor would develop a landscaping program with the project architects, to be approved by City Planning Department staff as part of the review of each building permit application. Where appropriate, developed and undeveloped portions of the site would be landscaped with native plants to ensure increased potential for plant survival (also required by Resolution No. 7547), to maximize the habitat value of this vegetation for native wildlife, and to discourage expansion of populations of urban-adapted wildlife pests. Botanical markers would be installed along the hillside trails to identify native plant species. The sponsor has planted the following native vegetation on the upper slopes of the project area: Monterey pine, ceanothus, pinon pine, and hollyleaf cherry. **(Adopted by San Francisco Planning Commission, see measure 49 in Chapter VI.)**
- Group plantings of shrubs and trees would be located at intervals on the upper slopes, generally above the 120-ft. contour, to provide shelter for birds and small terrestrial wildlife (see 1985 SEIR Appendix G, p. A-37, for sponsor's preliminary landscaping plan). Use of predominantly native species would also reduce the need for fertilizer, pesticides, and excessive watering, all of which could affect marine life exposed to site runoff. **(Adopted by San Francisco Planning Commission Motion 10431; modified in Motion 13304; see measure 50 in Chapter VI.)**
- On portions of the site generally above the 120 ft. elevation, *to the extent consistent with the erosion and drainage control plan for the hillside*, landscaping and grading would be developed so as to encourage surface ponding accessible to terrestrial wildlife; this would replace existing surface ponds that would be eliminated by project development. **(Adopted as modified by San Francisco Planning Commission [modifications shown in italics], see measure 51 in Chapter VI.)**
- To mitigate the effects of poor soil fertility, difficult topography and poor irrigation on hillside planting, the following measures would be included in the project. These measures would be implemented mostly during Phases One - Four.
 - Poor soil fertility would be compensated for by planting species (primarily native California) that would adapt to project area soil conditions, providing an adequately-

sized planting pit, properly enriching existing soil, and applying fertilizers on a regular basis. **(Adopted by San Francisco Planning Commission, see measure 52 in Chapter VI.)**

- Excavation on the hillside has resulted in steep slopes. Old exposed slopes, particularly those over 1:1 or greater, would be planted with cascading shrubs along the outside of the benches to cover the exposed slopes. **(Adopted by San Francisco Planning Commission, see measure 52 in Chapter VI.)**
- The landscaping plan would consider the feasibility and compatibility of installing an overhead irrigation system, which would apply fertilizer and water to the hillside on a regular basis. If installed, the irrigation system would be operated to minimize erosion. **(Adopted by San Francisco Planning Commission, see measure 53 in Chapter VI.)**
- The hiking trails included in the project would be located to provide access to Bayview Park from the site and to avoid the sensitive habitat near the northwestern corner of the site which could contain host plants for rare and endangered butterfly species. **(Adopted by San Francisco Planning Commission. This measure is proposed for modification, as discussed in Chapter III, Project Description (p. 12) and under Biology in Chapter V (pp. 123-124), because it would attract more people and pets to an area adjacent to Bayview Hill Park, one of the City's designated significant natural areas containing several special status species. The Recreation and Park Department staff no longer support this trails that connect with Bayview Hill park, in order to avoid impacts to the sensitive habitat area; an alternative feature has been included in the project to provide for hillside revegetation on the project site or contribution to a fund to support revegetation by the Recreation and Park Department.)**

1976 FEIR MEASURES

- All future phases in and around all structures, parking lots, entrances and roads, and cut and fill slopes would be planted with trees, shrubs, vines, groundcovers and grasses and would be watered with irrigation systems. **(Adopted by San Francisco Planning Commission. Proposed to be modified by Project Sponsor, as noted in the measure immediately above.)**
- Plantings of trees and shrubs would be added adjacent to existing highway plantings on the western boundary of the site. **(Adopted by San Francisco Planning Commission, see measure 55 in Chapter VI.)**
- The plants for steep-sloped areas would be selected for drought-resistance to minimize demand for irrigation. Design and maintenance plans would be developed to insure, as much as possible, the survival of plants on the project site. **(Adopted by San Francisco Planning Commission, see measure 56 in Chapter VI.)**

- The open space areas of the site could be landscaped solely with native plants. The sponsor has rejected this measure because the non-native plants recommended for the developed portions of the site are in common use in the project vicinity, are suitable for landscaping purposes, and have desirable aesthetic qualities. **(San Francisco Planning Commission rejected this mitigation measure because no significant impacts on ecology were identified and non-native plants are suitable for landscaping purposes. This measure has not been included for reconsideration.)**
- The landscaping plan could include plants (as available) which provide habitat for the Mission blue, San Bruno elfin, and Callippe Silverspot butterflies. The landscaping plan could also include rare and endangered plant species (coast rock cress and Diablo helianthella), as available, that are extirpated from the project area. **(San Francisco Planning Commission rejected this mitigation measure because no significant impacts on ecology were identified in the FSEIR. This measure has not been included for reconsideration.)**
- The connection of on-site trails to Bayview Park could be coordinated with the San Francisco Park and Recreation Department to avoid access from the project site to the sensitive habitat area near the northwestern corner of the site which could contain host plants for rare and endangered butterfly species. **(San Francisco Planning Commission rejected this mitigation measure. The Recreation and Park Department staff no longer support this trails that connect with Bayview Hill park, in order to avoid impacts to the sensitive habitat area; an alternative feature has been included in the project to provide for hillside revegetation on the project site or contribution to a fund to support revegetation by the Recreation and Park Department. Therefore, this measure has not been included for reconsideration.)**

MEASURES REQUIRED BY RESOLUTION NO. 7547

- Develop a landscaping plan for the site which shall include but not be limited to: complete coverage of visible, stepped hillside with trees, shrubs and ground cover; adequate landscaping to screen surface parking areas from vantage points both inside and outside the project area; a regular schedule for maintaining all landscaped areas; and legally binding bond or other security guarantee to cover the cost for maintenance of landscaping. **(Adopted by San Francisco Planning Commission, see measure 48 in Chapter VI.)**

K. HAZARDS

1985 SEIR MEASURE

- An evacuation and emergency response plan would be developed by the project sponsor or

building management staff, in consultation with the Mayor's Office of Emergency Services (OES), to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The proposed emergency response plan of the project would be reviewed by the OES; those portions of the plan necessarily a part of building design would be implemented by building management before the Department of Public Works issues final building permits. (Adopted by San Francisco Planning Commission; see measure 58 in Chapter VI.)

L. CULTURAL

1985 SEIR MEASURE

- Prior to issuance of a site permit, the project sponsor shall retain an historical archaeologist (or other qualified expert) to perform archival research and site inspection to determine the potential for discovery of cultural or historic artifacts on the site. This investigation shall include the known shell mound site in the vicinity of the project area. Results of this investigation, and a plan for any further investigation that may be appropriate, shall be reported to the Environmental Review Officer (ERO).

The ERO, in consultation with the Secretary to the Landmarks Preservation Advisory Board and the archaeologist, shall determine whether the archaeologist should instruct all excavation and foundation crews on the project site of the potential for discovery of cultural or historic artifacts, and the procedures to be followed if such artifacts are uncovered.

In the event of high probability of discovery of cultural or historical artifacts, the ERO may require that an archaeologist be present during site excavation and record a daily log of observations. The ERO may also require cooperation of the project sponsor in assisting such further investigations on site as may be appropriate prior to or during project excavation even if this results in a delay in excavation activities.

Should cultural or historic artifacts be found during project excavation, the archaeologist would assess the significance of the find, and immediately report to the ERO and the Secretary of the Landmarks Preservation Advisory Board.

The ERO would then recommend specific mitigation measures, if necessary, in consultation with the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate. This maximum of four weeks shall include any other time periods for which

the ERO has required a delay in excavation activities. **(Adopted by San Francisco Planning Commission; see measure 13 in Chapter VI.)**

M. UTILITIES AND PUBLIC SERVICES

1985 SEIR MEASURES

- The project would provide internal security measures, such as security guards, well-lighted entries, alarm systems, and emergency communication systems, emergency power and water supply for office uses to minimize the need for police and fire services and to reduce hazards to building occupants during an earthquake or fire. See also the mitigation measure above concerning hazards. **(Adopted by San Francisco Planning Commission; see measure 58 in Chapter VI.)**
- The project design would incorporate low-flow faucet and toilet fixtures to reduce water consumption. **(Adopted by San Francisco Planning Commission; see measure 14 in Chapter VI.)**

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: San Francisco Planning Department,
Major Environmental Analysis

Please send me a copy of the Final SEIR.

Signed: _____

Print Your Name and Address Below

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San Francisco Planning Department
Major Environmental Analysis
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Attn: Diane Wong, EIR Coordinator
1999.442E - Executive Park Development Plan

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RETURN REQUEST REQUIRED FOR FINAL
ENVIRONMENTAL IMPACT REPORT
